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MAY, 1963

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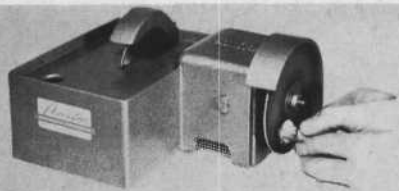
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LETTERS FROM OUR READERS

A Tribute to Jaeger . . .



To the Editor: Enclosed is a picture of Dr. Edmund Jaeger. I feel that it is a wonderfully personal and insightful picture of a unique kind of man with a unique kind of serenity; a man that is truly at home only when he is close to nature, and to the desert that he loves and knows so well.

Dr. Jaeger has lived, studied and taught in the Southwestern Deserts since the days when towns like Palm Springs were all non-existent. He has inspired countless students in his biology classes to delve deeper into the workings of nature, and to better appreciate and understand his surroundings. He has loaned and given financial aid to scores of aspiring students, and he has always given freely of himself, his time and his encouragement and friendship to all who were genuinely interested in learning.

Instead of slowing down after retiring from active college teaching, he has increased his activities, with more of his field trips, more of his famous "Palavers" (get-together of groups of up to 75 friends, college students, teachers, or some other group, in some remote corner of the desert, with talks and discussions on pertinent topics of science), more writing, countless lectures for classes and clubs, and as the curator of plants at the Riverside Municipal Museum. On top of that, he carries on a remarkable amount of correspondence with friends all over the world—and yet, he is never too busy to take time out for an hour or two with a friend, old or new.

Recently Dr. Jaeger set up Science Scholarship Funds at several colleges in Southern California. He feels that this is a way for "some of his money to do some good" while he is still around to see it. I feel that a man like this also deserves the recognition that he has earned, now, while he can see how his works have been and are appreciated.

ROBERT T. NEHER
Indiana University,
Bloomington, Indiana

Coachella Valley Issue . . .

To the Editor: Your March issue is one of the finest reflections of the Palm Springs and desert area that I have ever seen in print. It is evident that you are carrying on the high level of excellence so ably launched by Randall Henderson.

The photography is superb, the printing is excellent and the articles are humorous, informative and educational. **DESERT** is one of the greatest assets we have in the area. More power to you.

AUGUST G. KETTMANN
Chief of Police, Palm Springs

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Volume 26

Number 5

MAY, 1963

This Month's Cover

For years, the wide and windy Mojave Desert was an important — almost exclusive — center for the sport of soaring in the Southwest. The glider was and is a familiar sight on the flat dry-lakes (those wonderful natural landing strips) or in the constant air currents high above the desert mountains. When Fred Harris, who operates a soaring school in Tehachapi, decided to establish winter operations in Palm Springs, glider flying moved to the Low Desert with him. Soaring has accounted for a remarkable change in the attitude of at least some Low Desert residents in regard to the approach of summer — they are looking forward to the hot weather! The scorching desert floor will provide the thermal lift necessary to keep the gliders aloft for hours at a time. The cover photo, which shows one of Harris' gliders over Palm Springs, was taken by Dennis Holmes.

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MAKING CAMP IN THE OROCOPIAS. Photo by Del Cox.

THE DESERT IN MAY . . .

FAST CAMELS. On May 4-5, 500 four-wheel-drive enthusiasts will take to the hills (Orocopia Mountains) on the north flank of Salton Sea for what is becoming a top Southern California outdoor attraction — the Sidewinder Jeep Cruise. The event—the ninth annual affair—is sponsored by the Sareea Al Jamel four-wheel-drive Club of Indio. Sareea Al Jamel, in Arabic, means "fast camels." But, no one is expected or encouraged to speed it up on the rugged backtrails especially scratched-out for this year's event. Registration fee is \$2 per vehicle; the big Saturday night pit barbecue costs \$2 per person; the enchantment of the Orocopias is free. Full details, reservations from Sareea Al Jamel 4wd Club, Box 1157, Indio, Calif.

* * *

LAND SWINDLES. The Department of Interior announced that under terms of new regulations, swindlers who cheat elderly Easterners out of their savings with land selling frauds in the West will find it tougher to pull off their racket. The changes permit automatic rejection of applications for small tracts of Federal lands unless the land has been opened to application. The regulation removes one of the major selling points which illegitimate promoters have used to defraud victims. "We want people to be aware that there are sharp dealers who charge sizable fees for filing useless applications for public land which the victims don't have any chance whatsoever of obtaining," said Secretary Udall.

* * *

MORE CAMPGROUNDS. The California State Public Works Board has allocated \$466,750 for the purchase of approximately 500 acres in the

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EUGENE L. CONROTTO, editor & publisher

Address Correspondence To:

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Stone Creek area adjacent to Mt. San Jacinto State Park. A major campground with eventual facilities for 500 families is planned at Stone Creek, on the Banning-Idyllwild Road.

* * *

BORDER PACT. Fifty-one years of dispute were resolved recently when the governors of California and Arizona signed a boundary pact providing for division of 4400 acres in and near Yuma. The agreement must now be ratified by the legislatures of both states as well as the U. S. Congress. The land in question was divided 2700 acres for California, 1700 acres for Arizona. Protests came from two quarters. The Quechan Indians don't like the idea of some of their reservation land ending up in Arizona, and Assemblyman Victor Veysey of Brawley said Imperial County was flatly opposed to the pact and will fight ratification.

* * *

MINING MISUSES. The Bureau of Land Management's Southern California office (Riverside) has cautioned mining location claimants that the government is prepared to assess occupancy or mineral trespass damages wherever unauthorized use of the Public Domain is discovered. Presumably, the BLM means it is going to step-up its efforts to keep all mining claimants honest. Four "problems" that have developed through misuses of the mining laws were cited: 1) The use of mining claims for such business site purposes as cafes and service stations. 2) The use of mining claims principally for permanent or recreational homesites. 3) The removal of so-called "common-variety" mineral materials from mining claims. Examples are: sand and gravel, decorative or ornamental stone, rock for roofing granules, rubble and fill dirt, and brick clay. These and similar materials may not be removed from any mining claim located after July 23, 1955, or from older mining claims that did not show a production of these materials prior to July 23, 1955. 4) The location and development of mining claims on land that has been withdrawn from mining entry for such purposes as reclamation, recreation, homesite, or military uses.

* * *

SALTON POLLUTION. A spokesman for the U.S. Boundary and Water Commission announced that a new sewage disposal plant will be constructed soon in Mexicali to serve that community's 100,000 residents. Thus it is hoped that pollution of the Salton Sea by sewage dumped into the New River in Mexico will be brought to an end. The Mexican facility is expected to be completed next year. Similar facilities are to be completed at the same time in Calexico, Mexicali's sister city on the U.S. side of the border.

* * *

MAY CALENDAR. May 2-5—Golf Tournament, Las Vegas. May 4-5—Gem and Mineral Show, Palmdale. May 4-5—Fiesta de la Placita, Tucson. May 4-5—Gem and Mineral Show, La Mesa, Calif. May 11-26—Annual Wildflower Show, Julian. May 16-19—Helldorado and Rodeo, Las Vegas. May 18-19—Victor Valley Gem and Mineral Show, Fairgrounds, Victorville. May 25-26—Friendship River Cruise, Moab.

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A HOBBY THAT PAYS

By MARY FRANCES BERKHOLZ

Actinolite Crystals At Wrightwood

NESTLED IN a pine-clad cove on the north flank of Southern California's San Gabriel Mountains, a dozen miles from the Cajon Pass, lies the little alpine community of Wrightwood. Long popular with winter sports enthusiasts, the area also boasts of an energetic permanent population. Little could these mountain dwellers anticipate on May 7, 1941, that on that day they would witness "geology in the making" as Old Mother Earth shifted her heavy burden of rocks. One outcome of this upheaval—on the pleasant side—was the creation of a fine mineral collecting area.

The Great Mud Flow's origin was at the head of Heath Canyon, where conditions were ideal. The bedrock, in this section of the San Gabriels, is pre-cambrian pelona schist, consisting of a large variety of metamorphic rocks. These include actinolite and sillimanite schist, crystalline limestone, quartzite, and a muscovite-albite schist along with metamorphosed volcanics. The head of Heath Canyon lies within the San Andreas rift zone and is subjected to very intensive shattering and subsequent weathering. This erosive action produces vast amounts of talus, which, due to the very narrow gorge at the canyon's head, accumulates to a considerable depth. Since the talus is mainly composed of weathered schistose rock, it becomes extremely slippery when moist. Most years this area receives heavy winter snows and, since it is on the northern flank of the mountain, the snow pack becomes quite deep. Such were the conditions in 1941 when an unseasonably warm spell melted the snow, thus providing the lubricant for the mud slide.

With a tremendous roar, hundreds



DARK BOULDER IS OF ACTINOLITE CRYSTALS



ARROW POINTS TO SCARP ABOVE WRIGHTWOOD

of tons of slimy mud, very much like wet concrete, began its descent. The flow was slow, licking along and smothering everything in its path. An apple orchard was buried with the trees standing upright. A cabin and some sheds were inundated to the eaves though the buildings were not moved. This oozing mass crossed the highway, continued down Heath Canyon, and spread out like soft fingers on the desert floor. It traveled 15 miles and descended 5000 feet in elevation. The runoff water continued on and flowed into Mirage Dry Lake, 10 miles to the north. For a week, the mud flows continued daily, with several coming in succession during mid-day.

High on the mountainside, and clearly visible from the highway, is the huge scarp area where the material originated. It rises at a steep angle to over 1000 feet in height and at the top a vertical arcuate scarp, from 100 to 200 feet high, has been formed.

Evidence of this tremendous movement can easily be seen today, even though numerous mountain cabins are being built on the flow itself. Geologists have predicted other flows will probably occur here; though, perhaps, on a much smaller scale. Erosion, shattering along the fault zone, and weathering are forces of nature that never sleep. When enough talus accumulates above the

narrows and a heavy snow pack is melted by early summer weather, the oozing mud may once again creep down from the mountain to the desert floor.

The actinolite boulders, carried down by the mud flow and strewn along its path, are of considerable interest to the mineral collector. Due to weathering, these boulders generally have a rounded water-worn appearance on the exterior. They are often passed by in favor of fractured specimens revealing the inner crystals. A sharp blow will cleave these rounded specimens and thereby expose the beautiful green color and crystal form within.

The most desirable specimens (and, of course, least plentiful) are those with short stubby blades radiating into fan shapes. These are often quite large, occurring up to seven inches in length. Most of the crystals will be found as fine needles of good green color. Specimen size varies from single crystals to small groups; or, if you prefer, you may collect boulders up to several hundred pounds in weight.

Actinolite is a calcium-magnesium-iron amphibole. It owes its bright green color to the ferrous iron present.

The Wrightwood actinolite area has been a popular collecting locale for many years. I revisited the area a few weeks ago and specimens were quite plentiful in the areas shown on the accompanying map. This is delightful country in any season, though collecting would be a bit difficult following a heavy snowfall. Access to the locations is over good paved road. No camping is permitted in the immediate area, but excellent forestry camps are found at Big Pines, four miles to the west.

As in all gem and mineral collecting locales, it is necessary here to get out of the car and hike up and down the washes. It is rather amazing, to me, how many people expect to drive to a spot, get out, and then collect a ton of material in the shadow of the car! Thank heaven this isn't possible! Collecting is a hobby; and, in this day of sedentary living, a hobby is supposed to give pleasure, relaxation and exercise. ///



Bill Hoy Photo

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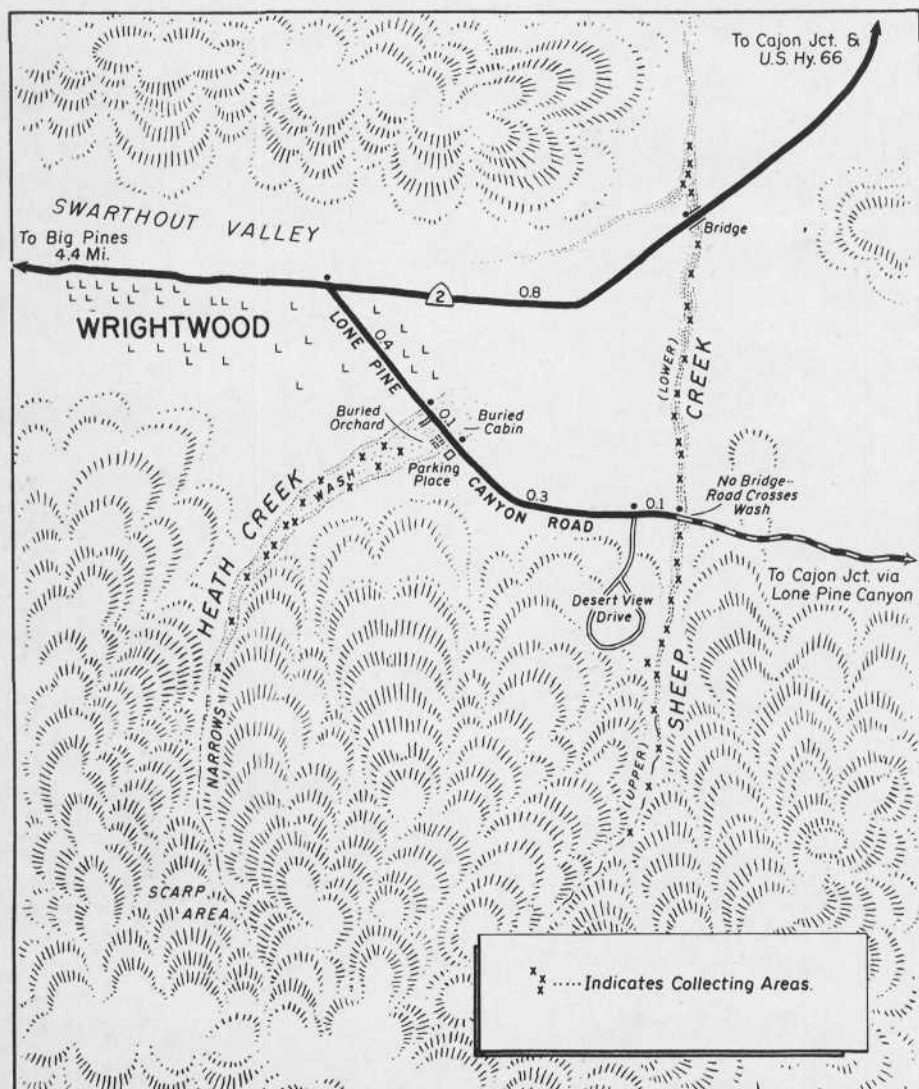
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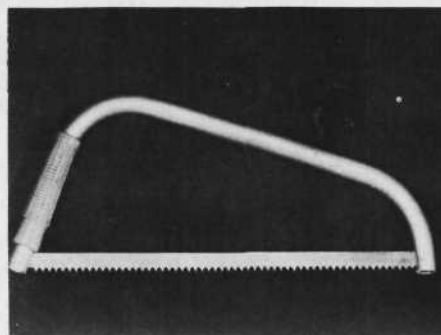
NEW IDEAS for DESERT LIVING

By DAN LEE



Custom Camper—

Buyers of the popular Japanese import truck, the Datsun, can now buy a custom-designed coach-camper to fit the Datsun non-standard bed. (Campers to fit the Datsun wheel-wells are not standard items). The Datsun owner can get a *Huntsman* camper tailor-made for the Datsun truck. It has a full-height rear door (truck tail gate is removed), two full-width side windows and crank-open jalousied windows on sides and back. Total weight of this handsome camper is a low 160 pounds. Priced at \$160 and up, from the Huntsman, 3275 W. Pomona Blvd., Pomona, Calif. These new campers can be obtained either lined or unlined, in a variety of styles.



Camper's Compact Saw—

This new tool looks very handy for those cold desert nights and mornings, when driftwood is available for fire. It's a sort of compact buck-saw, measuring 16½ inches long and 6½ inches high ready for use. The steel blade appears to be of high quality, and under testing is reliable. Looks good for back-pack camping, or stow it under the seat of your truck or Jeep. They call it the *Konnie Hand Saw*. It sells for \$3.50, from Rich-Con, Inc., 327 Richmond Street, El Segundo, Calif.

LP-Gas Lantern—

This new outdoor camper's lamp from Bernzomatic is operated by disposable LP-gas cylinders. No manual pumping of pressure, and no fuel-handling makes this lamp practical and handy. It burns about 12 hours on a single LP-gas cylinder, and stays lit in heavy winds. The light can be regulated from a soft glow to a bright beam. The body is shock-resistant steel, and the globe is heat-resistant Pyrex. The lantern has a 300-degree frontal beam, and a 360-degree baselight beam. The price is \$16.95 from most sporting goods stores, or write Bernzomatic, Rochester, N.Y.



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is also available at slightly higher cost. From Bird Engineering, Dept. DW-4, Box 427, Omaha, Nebraska. This is no "back-yard" operation . . . Bird Engineering has been in business many years.



Radical New Camper—

I've seen almost everything produced in the camper field, but the new *Ruddy Duck* is undoubtedly the most versatile thing yet offered. This amazing unit is assembled and packaged as a single piece of equipment—but it can be used as a slide-in truck camper, or as an independent camper hauled on a utility trailer. At the campsite, you can unload it for use on the ground, leaving the truck free for other duty. Fold-up galvanized steel bows provide a top cover 94-inches long, 96-inches wide, and 6-feet 5-inches tall, providing almost 50-square-feet of living area. Three zippered nylon windows, a plywood bottom panel, one double bed, and one bunk (with foam mattresses) are standard equipment. *Ruddy Duck* weighs 295 pounds, and folded for travel, has a low height of only 30 inches. The price is just \$325, from Vesely Mfg. Co., 2101 N. Lapeer Rd., Box 151, Lapeer, Mich.

New Patio Heater—

Even on the warmest nights, a dip in the swimming pool or a fresh breeze can send a chill over your patio guests. Outdoor living is more enjoyable if you can protect guests from the rigors of sudden shivers. The new *Solarflo* radiant heater is one of the most practical, rugged-looking outdoor heaters I've ever seen. I like it because it's simplicity itself. A big 34½-inch reflector shield throws out 50,000 BTU's of heat to a distance of 20 feet. Under the heat-reflector, the natural gas (or LP gas) burner is a well-controlled ring of fire, operated by a manual on-off pilot knob. I had opportunity to test one of these new heaters recently, and I can vouch for its efficient dispersion of heat. The units are lightweight, and well made. The buyer can mount them permanently in the patio deck or for a little more money, you can get a *Solarflo* heater on a rolling stand, complete with independent butane tanks. Ideal for garden parties on those brisk evenings. The price starts at \$161 from Solarflo Co., Inc., 329 S. Vermont Ave., P.O. Box 745, Glendora, Calif.



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Features 3-Speed gear box, left-hand operated clutch, right-hand operated shift lever, telescopic front forks, folding kickstarter. Engine: Briggs & Stratton 5¼ HP.

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RAWHIDE SCRAPBOOK

*The news items on these pages were taken from the
Rawhide Rustler's 1907 and 1908 editions*

Compiled and Photographed by
DONALD BOONE
of Carson City, Nevada

O'Brien On Trial

The preliminary trial of Martin O'Brien, who is charged with the shooting of the woman "Gold Tooth Bess" and the waiter "Curley" at Rawhide some time ago, will be taken up in Justice Henley's court today, January 3, 1907, at 2 o'clock.

Big Car In Rawhide

P. O. Pollock, the well-known chauffeur from the southern camps, will have his 50-horsepower Pope-Toledo on the Rawhide run from now on. He is the most experienced driver in Nevada.

CHURCHILL COUNTY TO FIGHT FOR RAWHIDE

It has been decided by an unofficial survey, that the camp of Rawhide is in Esmeralda County, but the people of Churchill County are up in arms. It is claimed that when Chute and Taylor made their survey, they established a base line some 8 or 9 miles northeast of the Mason adobe, instead of that established in 1861, the original survey. Churchill County's position is that the original survey must be followed and that is the reason a fight is on. People in Rawhide have paid taxes for 30 years to Churchill County.

RAWHIDE MUST HAVE A NEW STONE JAIL

The sooner the county commissioners commence the erection of a new stone jail the better for the community. If Rawhide is going to become the dumping ground for

the criminal element this winter, adequate preparation should be made in advance for the reception of this class of individuals which, judging from public sentiment, will be given short shift as their presence becomes known.



The Rawhide jail—built by Goldfield stone masons.

Rawhide's Pleasure Resort

Assistant District Attorney Walsh was supervising the erection of the new jail, when a tough-looking character, who evidently had been accustomed to more elaborate bastilles, said: "Hell, there ain't no room for ventilation in that pen!"

"Well, my friend," replied Walsh, "this is not exactly a pleasure resort."

Whereupon, with a "Say, Cull, you're all right," the tramp walked away.

JAIL'S FIRST GUEST

The first guest at Judge Armstrong's "hotel" was J.

Smith. Smith said, "It is all that it is claimed to be, and if a person wants peace and quiet, Judge Armstrong's place is the one to go to."

Smith is what is known as an Annexationist. He annexed another man's watch and chain. **THIRTY DAYS!**

Keep Our Money At Home

We would have been better pleased if the contract for building the new jail had been let to some one of our local contractors, instead of Goldfield parties. **WE NEED THE MONEY.**



Frank Hopkins surveys what is left of Rawhide. Photo was taken in front of his cabin—which used to be the Rawhide Tailoring Co.



Once, men and horses—and hope—roamed Rawhide's streets.

RAWHIDE HOTEL, Mary Suprenant, prop. All you can eat for 50c.

WATER IS COMING . . .
Water works soon will be

installed in Rawhide, and no more will the sardine can be used as a bath tub. For the first 60 days water will be sold at 2½c per gallon, and thereafter 2c.



Tex Rickard's stone wine cellar. Grutt Hill in background.

TEX IS IN TOWN

Tex Rickard says, "Rawhide reminds me of Dawson, Alaska, and Goldfield, Nevada, in the days of their early history. I have never seen such a surface showing as at Rawhide."

COME TO RAWHIDE by auto. The Auto Livery Co. leaves the Churchill Hotel at Fallon daily. Fare: \$12.50 Trip time 2 hours and 15 minutes.



Looking toward Stingaree Gulch.

MAN OF GOD AT KELLY'S DANCE HALL

Rev. Hazlett arrived late on the Luning Stage. He stepped from the stage hurriedly and asked a stranger where the "Hall" was.

"What hall?" queried the stranger. "Kelly's the only hall in town."

"That's probably the one," said the minister. "Will you kindly point it out to me."

"Come on I'll show you," said the stranger, who forthwith proceeded to pilot the reverend to Kelly's.

As the lights of the Gulch began to appear, Rev. Hazlett suspected he was being led astray and asked: "Are you sure this is the right road?"

"Sure thing," said the stranger, "and there's a dance on tonight!"

"DANCE!" cried the minister. "Why, I came here to preach this evening."

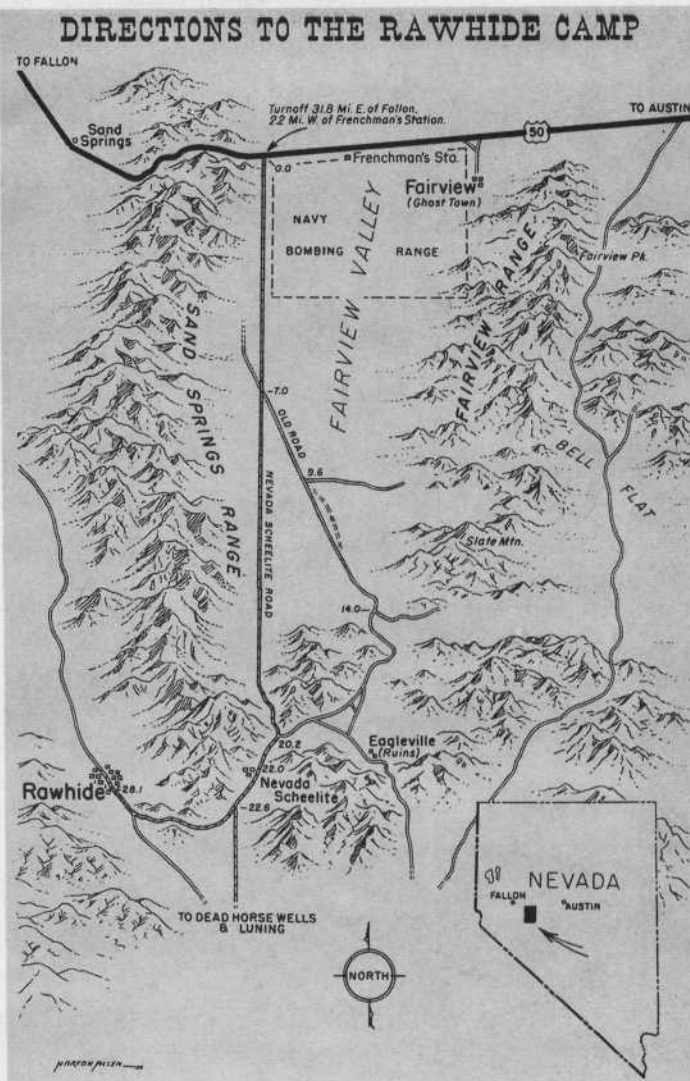
"Well," said the stranger, "I guess you don't want Kelly's Dance Hall then . . . though they need preaching bad enough." And the stranger went off.

UNDERTAKER—EMBALMER . . . all orders promptly attended to. We also carry a complete line of stationery, magazines, and all leading dailies and a choice line of fresh confectionery. Mail your orders to: J. F. Moody, Mina, Nevada.

RICHEST STRIKE IN HISTORY OF NEVADA

Rawhide ore runs \$79,600 to the ton! The strike was made on Block 8—lease belonging to Flynn, Ryan, Padrick and Casson on the Happy Hooligan claim on McLeod Hill.

DAY & CANO Stage Line Office, Rawhide. Freight 2c per pound.



The Wonder Lumber Co. Hooligan Hill is in right background.

Our Town "Sparkles"

A few days ago a gentleman who made a fortune in Goldfield and has taken his residence in Rawhide having secured some valuable properties, visited the former

city. When asked by a Goldfield booster for a comparison of the two places said: "It is like comparing Champagne with muddy water, and Rawhide is the sparkling side."

THESE PROFESSIONAL SOUTHERN UTAH GUIDES CAN TAKE

	OPERATOR	MAIL ADDRESS	SERVICES OFFERED	
LAND	Bayles Jeep Tours and Pack Trips	Scott L. Bayles	Blanding, Utah	1-day or overnight jeep trips; horseback camp-out pack trips
	Canyon Country Scenic Tours	James E. Hunt Emery R. Hunt	Box 155 Mexican Hat, Utah	Half-day, day or overnight jeep tours
	Goulding's Monument Valley Tours	Harry Goulding Maurice C. Knee	Box A3 Kayenta, Arizona	1-day jeep trips
	Jackson's Scenic Tours	J. Worthen Jackson	Fremont, Utah	1-day or overnight camping trips
	Kent Frost Canyon-lands Jeep Tours	Kent Frost	Monticello, Utah	Jeep tours
	M-4 Guest Ranch	Ted and Fran Curnutt	Box 1518 Moab, Utah	Jeep and pack trips
	Robinson Ranch Tours	Grant Robinson	Kanab, Utah	4wd station wagon tours or horseback rides
	Sleeping Rainbow Tours	Lurt and Alice Knee	Box 93 Torrey, Utah	1-day 4wd station wagon tours
	Tours of the Big Country	Gene Foushee	Bluff, Utah	1-day or overnight 4wd vehicle tours
	Wilcox Range Valley Ranch	Ray Wilcox and Sons	Box 773 Draggerton, Utah	Horseback riding, pack trips
WATER	Cross Tours and Explorations	John L. Cross	860 South 1000 East Orem, Utah	5- or 6-day boat trips, charter river trips
	Georgie White "Share-the-Expense" River Trips	Georgie White	Box 1127 Redondo Beach, Calif.	Float trips
	Glen Canyon Boating	G. L. Staveley	White Canyon, Utah	Weekly power boat trips, 1-day sightseeing trips
	Harris-Brennan River Expeditions	Don Harris	3794 Hermes Dr. Salt Lake City 17, Utah	3- to 10-day raft trips
	Hatch River Expeditions	Bus and Don Hatch	411 E. 2nd North Vernal, Utah	4-day or charter boat trips
	Lake Powell Ferry Service	J. Frank Wright	Box 665 Blanding, Utah	5-day or charter boat trips
	Larabee and Aleson Western River Tours	Mr. and Mrs. Harry Aleson	Richfield, Utah	7-day boat trips
	Laurence Cooper and Sons	Laurence C. Cooper	365 S. 300 West Cedar City, Utah	Kayak tours (3 to 40 persons) (accompanied by motorboats)
	Tex's Colorado River Cruises	Tex McClatchy	Box 1225A Moab, Utah	Daily and charter jetboat trips
	Western River Expeditions	Jack L. Currey	1699 E. 3350 South Salt Lake City 6, Utah	2- and 5-day and charter rubber neoprene boat trips
	Wild River Expeditions	Kenneth I. Ross	Box 110 Bluff, Utah	1-, 3-, 7-day and longer boat trips
	Wonderland Expeditions	Ken Sleight	6575 South Main Bountiful, Utah	3- to 10-day river, pack and hiking trips

YOU INTO AMERICA'S LAST WILDERNESS FRONTIER

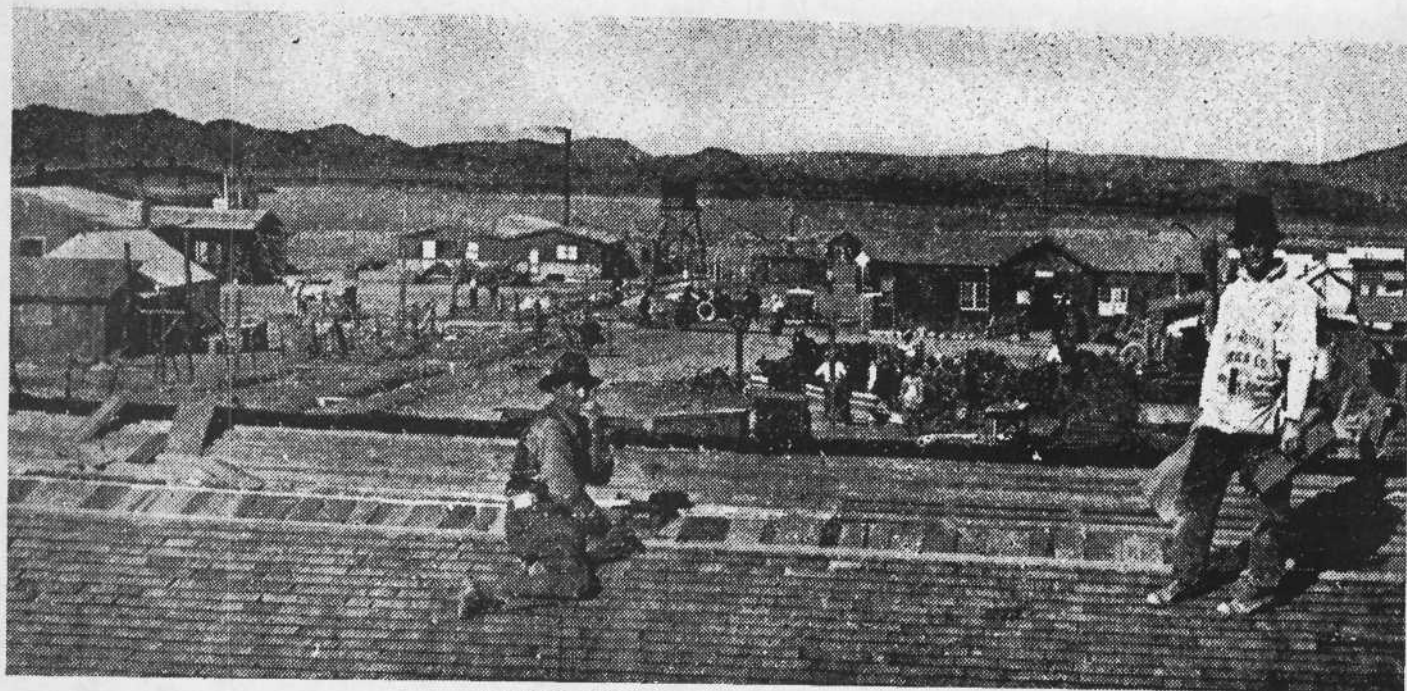
RATE
(Unless specified
is per person
per day)

SEASON

MAIN AREAS COVERED IN SOUTHWEST

DEPARTURE/ARRIVAL

May 1 - Sept. 15	SAN JUAN COUNTY . . . Needles, Salt Creek, Beef Basin, Natural Bridges, Old Mormon Trail, Muley Point, Goosenecks, Monument Valley, Grand Gulch, etc.	Blanding	\$25
all-year	MONUMENT VALLEY . . . Poncho House Ruin, Garnet Ridge, Natural Bridges, Muley Point, Needles (charter), etc.	San Juan Trading Post & Motel, Mexican Hat, Utah	½-day: \$2-\$5; Day: \$10; Overnight: \$25
	MONUMENT VALLEY . . . Mystery Valley, Hoskinini Mesa, etc.	Goulding Lodge, Monument Valley	\$11-\$16
April 1 - Oct. 31	CAPITOL REEF . . . Cathedral Valleys, Circle Cliffs, Goblin Valley, Hole-in-the-Rock, Canyonlands, Land of Standing Rocks, etc.	Fremont, Greenriver	Day: \$10; Overnight: \$25
May thru November	CANYONLANDS . . . Needles, Salt Creek, Angel Arch, Druid Arch, etc.	Monticello	\$25
all-year	ARCHES-LaSALS . . . Dead Horse Point, Upheaval Dome, Grand View Point, Castle Valley, Monument Valley, Miners Basin, etc.	M-4 Guest Ranch Moab	\$15
	KANAB . . . Indian ruins, heiroglyphics, movie sets, underground lake, etc.	Robinson Ranch (n. of Kanab)	\$3-\$10
April 1 - Nov. 1	CAPITOL REEF . . . Cathedral Valleys, Circle Cliffs, Goblins, Sinbad Desert, Acquarius Plateau, Henry Mountains, Waterpocket Fold, Paradise Flat, Tantalus Basin, etc.	Sleeping Rainbow Guest Ranch Capitol Reef National Monument	\$10
all-year	SAN JUAN COUNTY . . . Poncho House Ruin, Mormon Trail, Needles, Aneth, Northern Navajo Reservation, etc.	Recapture Court Motel, Bluff, Utah	Day: \$12; Overnight: \$25
all-year	RANGE VALLEY . . . ranch area, Desolation Canyon, etc.		Rates on request
late May thru Aug.	GLEN CANYON . . . Yampa-Green rivers, Cataract Canyon, Desolation Canyon.	Glen trip cost includes transportation from Orem	\$9, \$13, and \$25 (deluxe)
April 1 - Oct. 31	GRAND CANYON . . . Cataract Canyon, Glen Canyon, San Juan River, Green River.	write for information	About \$15
April 1 - Oct. 31	GLEN CANYON	Hite (or Wahweap)	\$25
March - September	YAMPA-GREEN RIVERS . . . Cataract Canyon.	write for information	\$25-\$50
June - early July (Yampa, Green); April-mid-June (Colorado)	YAMPA-GREEN RIVERS . . . Cataract Canyon, Glen Canyon.	Vernal	\$15 (½ for children)
	GLEN CANYON	Hite (or Kane Creek or Wahweap)	\$25.20 (charter: \$30-\$35)
April thru June	GLEN CANYON	Hite, Kane Creek	\$17.90
Trips begin mid-June	GLEN CANYON . . . lower Lake Powell	Hite, Lake Powell	\$20
June thru Aug.	MOAB . . . to Dead Horse Point, Canyonlands, Green River.	Moab	Day: \$12; Charter: \$25 (½ for children)
May-June (Yampa-Green)	YAMPA-GREEN RIVERS . . . Cataract Canyon, Glen Canyon.	Vernal (Yampa-Green); Hite (Glen)	\$13-\$15
April - mid-Sept.	SAN JUAN RIVER . . . (Bluff to Mexican Hat, Bluff to Paiute Farms, Bluff to Crossing of Fathers on Colorado River), Glen Canyon, Cataract Canyon.	Bluff (San Juan River)	Day: \$12.50; Overnight: \$20-\$28
all-year	ESCALANTE CANYON . . . (hiking-boating), Colorado and Green rivers.	write for information	\$10-\$25



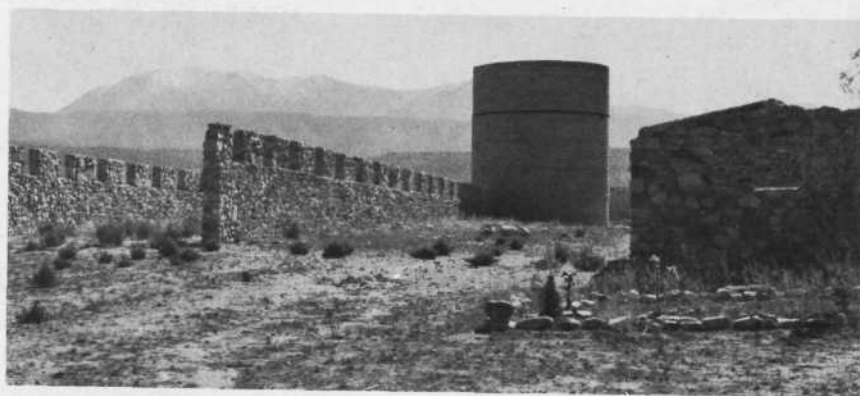
BUILDING THE "ONLY COOPERATIVE CITY IN THE WORLD." PHOTO FROM THE "LLANO VIEWBOOK."

LLANO'S WITHERED DREAM

By DAVID P. BAILEY

DURING the past 45 years, the Antelope Valley's ghost town utopia, Llano del Rio Cooperative Colony, has been slowly surrendering to encroaching armies of Joshua trees and subdividers. Crumbling chimneys and melting walls are lingering monuments to a thousand fervent souls who once labored in this water-scarce desert to establish a paradise-on-earth where life was forever to remain uncluttered by the problems of capitalism. Between 1914 and 1918, Llano—astride Highway 138 midway between Littlerock and Cajon Pass—grew to become the largest, if not the most unique, town in the western Mojave Desert. Today, the people are gone and silence prevails—broken relics in fields choked with desert growth give mute witness to the experiment that failed.

The relatively few "old-timers" in the Antelope Valley recall when a parade or Fourth-of-July program in Palmdale, Littlerock, Lancaster, Mojave or Victorville was unthinkable



LLANO TODAY. Pillars and chimneys (above) are vestiges of the Llano del Rio Colony Hotel. This ruin is a familiar landmark along Highway 138. Below: an empty silo and the dairy barn's naked walls. At one time, the socialists had 100 milch cows at their Antelope Valley colony (see photo on page 17).

without including the Llano Colony Brass Band as a feature attraction. Baseball teams from the nearby communities were routinely trounced by the invincible red-suited socialist ball club. Llano livestock often gleaned a sizable portion of blue ribbons at the Antelope Valley Fair. The Llano

machine shop was the best on the American Desert.

One former colonist still lives in the area. Antony Vacik, his charming wife Betty, and two sons make their home on a pear orchard in Littlerock. Tony, a vigorous middle-aged gentleman with a wry smile and

the complexion of an outdoorsman, postponed some chores to drop into an easy-chair and tell what he knew about the desert utopia.

"I was six years old when my family joined the Colony soon after its organization. My father had been a skilled wood craftsman in Czechoslovakia, and his talents were well applied to directing Llano's lumbering operation," began Tony. "I remember many celebrations commemorating May 1, 1914, as the date when Job Harriman founded the Colony."

Harriman, a prominent Los Angeles lawyer and fervent socialist, was dedicated to proving the practicability of cooperative living. He was smarting from the 1910 political near-miss when he ran as the socialist candidate for mayor of Los Angeles. Most of his followers were convinced that he would have won the election by a landslide had the socialists not been linked to the tragic bombing of the Los Angeles Times building.

Harriman's enthusiasm was contagious. He acquired the large Llano tract and its water rights for practically no down-payment. The terrain, on the broad fan at the mouth of the Big Rock Creek, is desert in every respect. The dry stony soils, where undissected by gullies, support mostly Joshua trees and creosote bushes. But to the first contingent of colonists, the aridity of their promised land was only a temporary obstacle. They were confident the Big Rock Creek would unfailingly provide the water necessary to alter these parched acres into a self-sufficient agricultural and commercial oasis.

"Anyone could join the Colony if he was financially able to afford a membership," Tony explained. But it was possible to gain membership with very little cash. In fact, a number of people traded goods or implements for a share of the Colony. "One individual," Tony explained, "succeeded in convincing someone that his stock of rowboats was a fair exchange." Tony's eyes twinkled as further recollections on this subject came forth. "We put the boats on every pond and reservoir in the mountains, and still there were boats left over. I'll bet you never realized what a dandy flowerbox or bathtub a rowboat can make!"

Some of the volunteers were ardent socialists, others, more difficult to classify politically, were simply addicted to utopian experiments. One man was credited with six previous colony ventures. The people at Llano came from every walk of life, representing nearly every skill, pro-

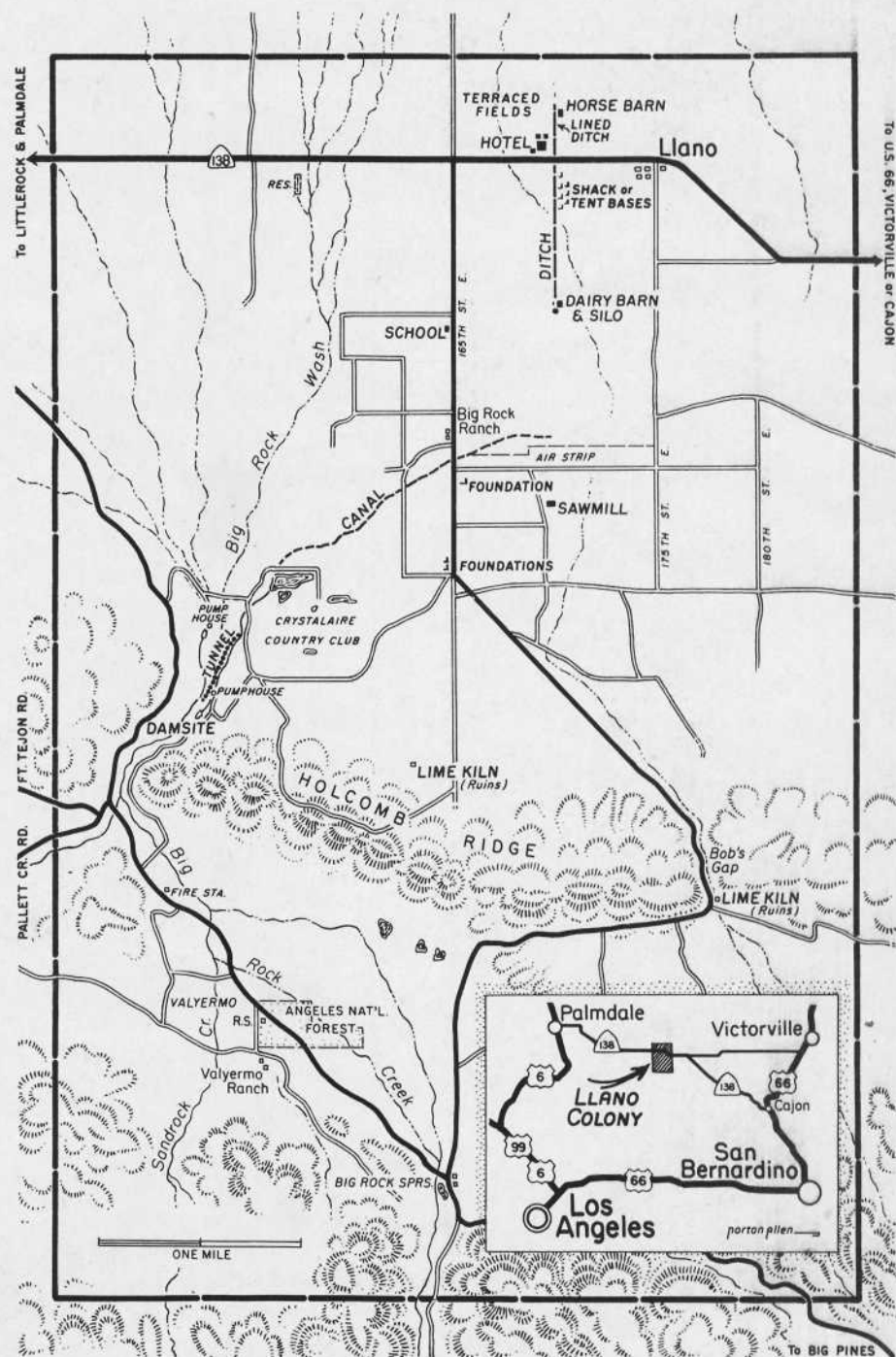
fession and level of prosperity found in an American town of like size.

A constant inflow of new members, induced by glittering propaganda and Harriman's personal magnetism, made housing a continuous problem. Temporary wood-based tents were hastily erected and in time some dwellings of wood and adobe were built. Little is left of these structures today, as local homesteaders dismantled them for materials soon after the cooperators departed. Several buildings still standing in Littlerock were made from Colony lumber and brick.

Using teams and scrapers, the workers cleared the plain of surface rocks and vegetation at the rate of

10 acres a day. Orchards, truck gardens and fields were planted—total cultivation reached 2000 acres. Several miles of canals, ditches and pipelines were laid out to convey the life-giving waters of Big Rock Creek. Enthusiasm was rampant as the cooperators watched the desert retreat before the onslaught of socialism.

The growth of the Colony's commercial activities was evident in the cluster of buildings taking form on the plain. At one time, according to one source, Llano had more than 60 different enterprises, including a sawmill, machine shop, bakery, hotel (the large ruin just north of Hwy. 138 was the hotel, actually a dining





TONY VACIK. Colonist Antony Vacik Sr., his wife Emile, and family visit the Llano lime kiln. The young man giving forth with a Bronx cheer is Tony, who is pictured at left in a recent photo taken at his Little-rock pear orchard.



employment for the workers; to assure safety and comfort for the future and for old age; to guarantee education for the children in the best schools; and to provide a social life amid surroundings better than can be found in the competitive world."

Less than one year after these words appeared in print, Llano was empty and lifeless. What had happened?

Tony was quick with his answer: "Some people just will not cooperate. Fourteen comrades would be assigned to a project and probably four of them would do all the work."

"But, the human element was only part of the story of failure. Water—the lack of it—was the decisive factor."

"How about the water rights on Big Rock Creek?" I asked.

"True—there is plenty of water in the creek—but the unforeseen happened here. Visit the Colony site for yourself. The answer will become evident."

The naked rock chimneys of the hotel mark the hub of the dead community. The roof and walls have been rudely stripped away, leaving the span between the facing stone hearths open to the panorama of desert and mountain scenery.

Southward, the pine-clad peaks of

the San Gabriels tower in the clear air. The surrounding alluvial plain gently slopes northward to be consumed by the vast Antelope Valley, whose spacious levelness is broken only by a scattering of buttes and mesas.

A rock-lined irrigation ditch, filled with debris, lies a few yards east of the hotel ruins. I followed it down-slope to the cluster of decaying foundations a short distance away. Rising conspicuously above these relics are the roofless rock walls of what was to have been a barn for the Colony's 70 head of work horses.

The *Llano Colonist's* April 28, 1917, issue describes one of the smaller buildings nearby as the blacksmith shop where a "machine" was perfected to furrow the orchards. Some of the land cultivated by this device lies in the area west of the ruins. The desert appears as though it had never been disturbed, but a careful examination uncovers the subtle outlines of terraces once used to retain water on these fields.

A quarter-mile south of the highway, the great concrete silo and crenelled walls of the Colony dairy barn resemble a lonely fortress. At one time this facility accommodated 100 milch cows.

The foundations of a school are located a mile south of the highway on 165th Street (the first paved crossroad, one mile west of Llano). The 100-plus enrollment was divided between the industrial school, public school, and kindergarten.

Continuing south on 165th Street, you pass the office building and airstrip of the Crystalline Country Club (did the old socialists, in their gloomiest hour, ever dream that one day a capitalistic golf course would cover part of their precious land?). The small modern structure rests astride the old canal that once carried water the four miles from Big Rock Creek to the fields and orchards of Llano. Dry banks strewn with the stumps and fallen trunks of cottonwood trees mark its once verdant course.

The remains of the Colony sawmill rest hidden among the Joshuas near the south-edge of the airstrip. The colonists were permitted to cut two-million feet of timber in the San Gabriels. After eight miles of road were laboriously extended from the timbered slopes to the sawmill, logs were dragged the distance by "Old Jumbo," one of Llano's two huge steam tractors.

Nearly three miles south of the airstrip, the road enters the distinct

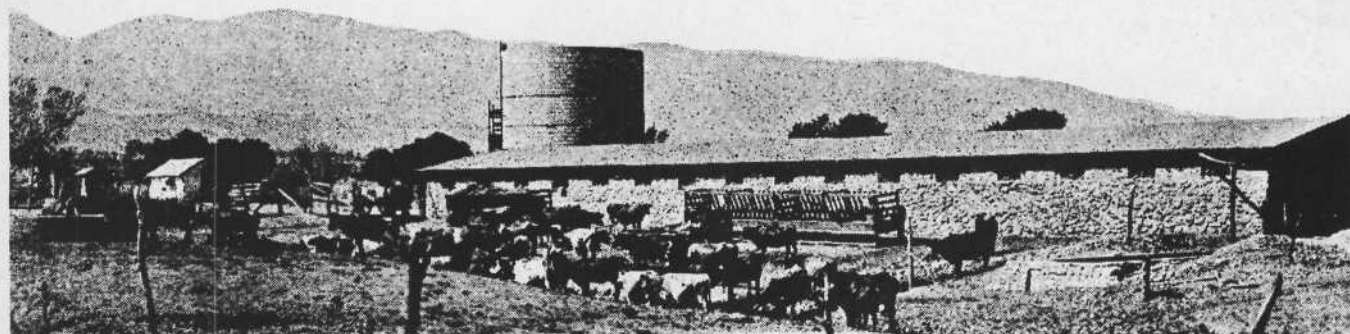
hall, meeting hall and living quarters for bachelors and transients), commissary, laundry, quarry and limekiln, cannery, soap factory, tannery, and fish hatchery. The Colony published two newspapers, the *Llano Colonist*, and *The Western Comrade*.

The *Llano Viewbook* of 1917 painted a bright picture of comrades enthusiastically working to . . .

"solve the problem of unemployment by providing steady



DESERT PIONEERS. The "Llano Viewbook" group portrait. Below: When cows occupied the Llano dairy barn.



notch in Holcomb Ridge known as Bob's Gap. Within this cut, tucked against one of the steep limestone walls, is the kiln which produced lime used in the mortar of Llano's cobbled ditches and foundations.

The road continues on into trough-like Valyermo Valley paralleling the foot of the mountains. This valley owes its origin to the San Andreas fault—and therein lies the disastrous "unforeseen" situation which Tony had eluded to. I followed Bob's Gap Road southward across the fertile vale, then turned northeast onto Valyermo Road which runs down the narrow valley to re-enter Holcomb Ridge through the pass sawed into it by Big Rock Creek. Pausing to contemplate the thin stream of water threading its uncertain way along the gravelly floor of the gap, the plight of the cooperators became all too evident.

In an attempt to insure the dependability of that precious flow of water, the socialists extended a tunnel beneath the stream bed. The collected water discharged from its mouth into the main canal and thus found its way to the Colony. (The dangerous old tunnel was recently filled by C. V. Paul of Crystallaire, present owner of this property.) While the supply of water dwindled considerably during the dry months, the colonists saw no great cause for alarm in this—all Western streams dwindled in the summer. They planned to build a dam where the creek issues from its gorge in the ridge.

But, the engineers had some bad news. The slope was such that an adequate reservoir would require a dam of impossible height—and, even more demoralizing, only a small portion of the Big Rock Creek's total flow ever reached the proposed dam-



THE AUTHOR EXAMINES A ROCK-LINED DITCH

LLANO (continued)

site, anyway. The colonists had made a fatal miscalculation—they had based their water flow estimates on runoff measurements taken on the upstream side of the San Andreas fault's pulverized and permeable gravels. Most

of the creek's flow is absorbed by this great lateral fracture.

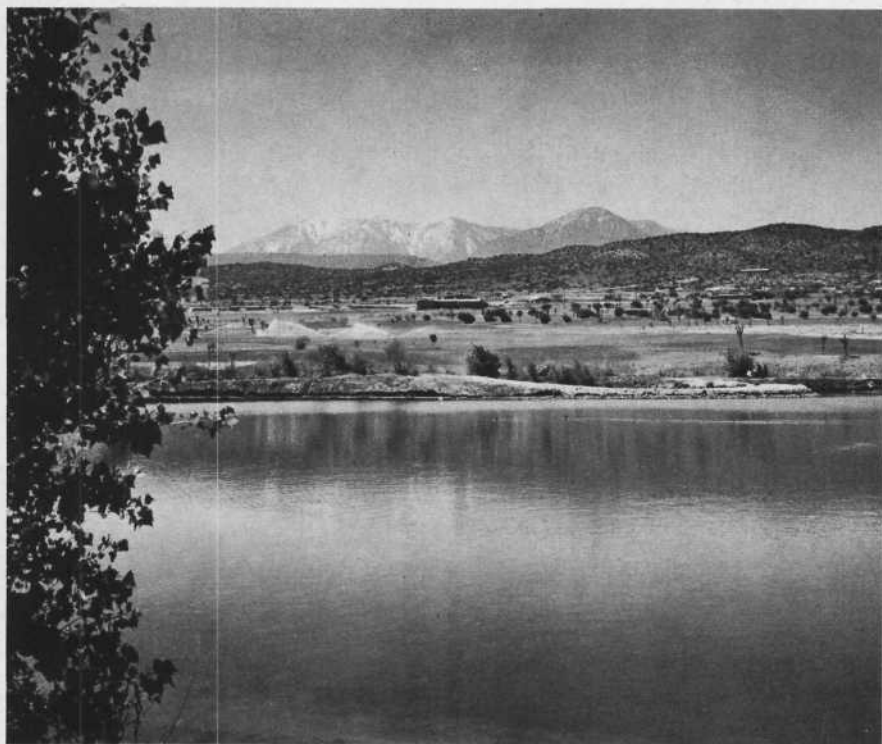
It soon became obvious to the Llano colonists that a thousand people could not continue to live off this water-poor desert. Long hours of cooperative labor produced very little. For weeks, carrots were the

only vegetable seen at mealtimes. Up-roarious days of high purpose were gone, and the largest socialist gathering in the United States became a plodding crowd of disheartened and bickering workers.

Kark Marx was no match for the unwatered desert. The beginning of the end for socialism's "living example of successful economic cooperation" came one December day in 1917 when most of the wary and debt-ridden cooperators departed for the humid timbered country of western Louisiana where Job Harriman was preparing another cooperative assault on nature.

The California property was not abandoned. It was hoped that it would support a smaller population with profit. Left in charge of Llano was Gentry P. McCorkle. By mid-1918 this skeleton crew was economically ruined, it was claimed, through McCorkle's mismanagement and his shady dealings. The U. S. District Court's decision in the involuntary bankruptcy proceedings dealt the final blow to Llano. ///

LLANO CLUB. Part of the old socialist colony's land is today occupied by the Crystalaire Country Club, where these two photos were taken.



SAND STORM

BY BETTY ISLER
Santa Ana, Calif.

The wind is a whirling dervish
Performing his frantic dance
In a wild and reckless fever
Across the spinning sands.
Horizons disappear behind
Churning clouds of dun,
Caught in the savage tempo now,
Earth and air are one.

OASIS

BY VIRGINIA ELLIS NEWMAN
Salt Lake City

*Palm shaded sands,
A tiny stream, encouraged
By this canopy of green,
Cuts through the broken shale
A small ravine:
Sings briefly e'er its short-lived
course is run.*

*Drink sparingly
Let others thirst appease,
Who come upon this miracle
Of trees,
Before they face again
The desert sun.*

SMOKE TREES

BY JEAN RASEY
Dana Point, Calif.

Once you have seen them you cannot
forget
Their gauzy capelets of grayish hue,
Delicate foliage that hangs
Softly against the sheen of far blue.

Your mind's eye sees them with
delight,
While soft winds offer their caress
And tiny whirlwinds dance below
Wheeling around in sand-powdered
dress.

Of desert trees, and shrub and bush,
There is an endless, golden store,
And yet the smoke trees come to
mind;
As indigo veils that we may explore.

FLOWERING OF THE PALOVERDE

BY MABEL-RUTH JACKSON
Tucson

Unnoticed, save for garb of constant green,
It stands until, like Danae of old,
Seduced by Zeus, its modest, verdant sheen
Is showered by April with a froth of gold.

The sun, exultant, lifts each yellow mite
With heart of amber into glowing grace;
The trees become another sun, alight,
To shine in glory for a little space.

Imprint its beauty on your memory's page,
This radiance that lasts for but a breath;
Yet know that loveliness can have no age—
It lives forever out of reach of death.



Fulfillment

BY S. OMAR BARKER
Las Vegas, New Mexico

I never knew what patience is
Until, in pity's pain,
I watched the thirsty desert
Waiting for the rain;

Nor had I ever understood
The certainty of hope
Until I saw rain's army
March down a desert slope,
And in a magic suddenness—
Brief hours of day and night—
I saw a million flowers dress
The desert with delight.

Photos: Encelia (above) and
Desert Primrose (below)





Photos by George Olin: TOP: western whitewinged dove feeding on saguaro nectar. CENTER: bees enjoy the same meal. LOWER: long-nose bat feeding on flowers of a century plant.

Photo by James Tallon: OPPOSITE PAGE:
The western slopes of the
Tucson mountains are
dominated by the saguaro,
which stands 15,000 to 20,000
in places.

From studies conducted by

S. E. MCGREGOR
*U. S. D. A. Agricultural Research Service,
Entomology Research Division*

GEORGE OLIN
*National Park Service, formerly Naturalist
at Saguaro National Monument, presently
Naturalist at Mammoth Cave, Kentucky*

STANLEY M. ALCORN
*formerly with the U. S. D. A., Crops Re-
search Division, presently with the Univer-
sity of Arizona, College of Agriculture, De-
partment of Plant Pathology*

we learn that the flowers of the saguaro
cactus are not self-fertile, and that natural
pollination can occur either at night or
during the day . . .

the Birds and the Bees



. . . and the Bats

STUDIES of the pollination re-
quirements of the saguaro were
first initiated in May, 1958, at
the Saguaro National Monument,
Tucson. There followed tests on the
relative effectiveness of various sa-
guaro pollen sources on flower set,
and the relative effectiveness of bats,
bees and birds as pollinators.

Using severed organpipe flowering
branches, it was determined that this

Photos by George Olin: TOP: pollen-covered head of a long-nose bat. LOWER: cage used for cross-pollination studies of the saguaro cactus.

cactus is also self-sterile and that it too can be effectively pollinated by bats and bees. This has led the trio of scientists to wonder if other members of the *Cereus* cacti group are not also self-sterile.

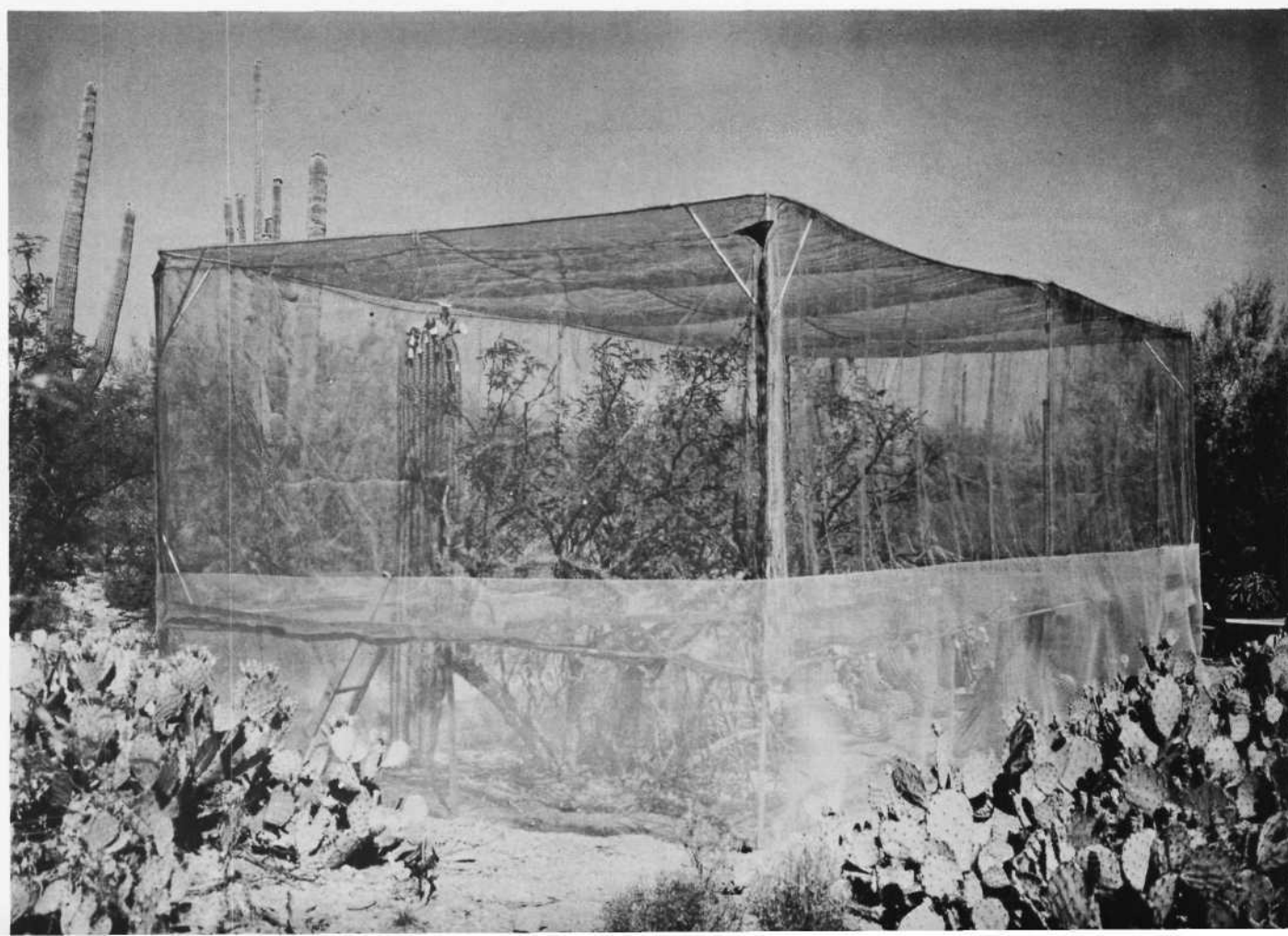
Since the McGregor-Olin-Alcorn ex-

periments showed that a specific bat, a specific bee, and a specific bird could act as saguaro pollinators, it can be presumed that similar flower-visiting animals may also aid in pollination. While the effectiveness of honeybees as pollinators has been repeatedly established, the saguaro studies were probably the first in which the pollination capabilities of birds and bats were determined under controlled conditions. Thus, this was also the first time the *relative* effectiveness of these animals as pollinators was determined. (The fruit set results were: bees—52%; doves—45%; bats—62%; hand cross-pollination—71%.)

The researchers point out one other fact uncovered by their work: "how little is actually known about the life histories of even our commonly accepted plants!"

The saguaro tests were undertaken as a portion of the larger problem: "what are the factors affecting saguaro repopulation." Within this context, the three scientists feel that pollination per se is probably not a limiting factor in repopulation. Of far greater significance is a bacterial necrosis which in one stand of saguaro alone destroyed nearly 30 percent of the plants in a decade's time.

///



IN SPITE of its formidable appearance and bad reputation, this spiderlike animal is harmless to man. The two strong vertically-placed jaws give the impression that they might inflict a severe wound, but they can do no more than give a sharp pinch when the insect is irritated—and there is no proof of poison glands.

However, many people living in desert regions consider them very venomous. It is possible that a large one might break human skin at a tender place, and start an infection, such as might result from any wound.

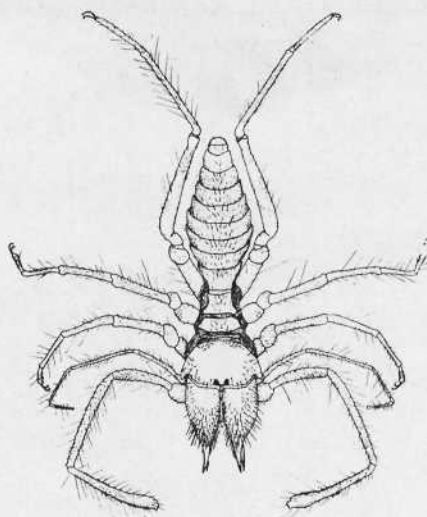
The best name for these creatures is Solpugids, but they are frequently called Vinegarones, a name that has been applied to some whip-scorpions which also are said to have the odor of vinegar.

At first glance Solpugids appear to have five pairs of legs, but there are really four, as the first two leglike appendages are really feelers or the pedipalp pair of the head. The first real legs are very slender and not used for walking, but are held erect over the body and act as feelers.

In proportion to the body, the jaws at the front of the head are enormous. Each is two-jointed and in such a position that the pincers open and shut from above downwards. They work with a sawing motion, as the prey is being held with the jaws of one side. The other set of pincers may be plunged deep into the body of the insect or spider which is being devoured.

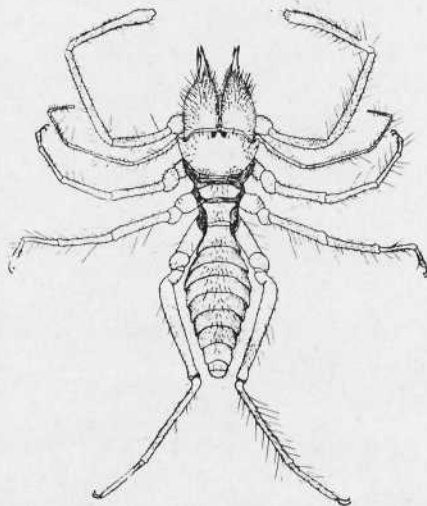
There are two eyes near the front of the head region and two smaller ones, one on each side and widely separated from the others.

The tips of the pedipalps have special areas for the sense of taste or smell, and the hairs on body, legs and appendages serve tactile functions. The most interesting and unique sense organs are found under the basal joints of the last



A Desert Monster, the Vinegarone

By WILLIAM A. HILTON



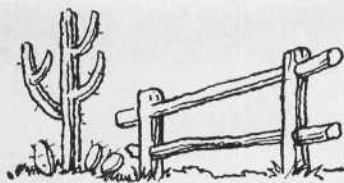
pair of legs—the racquet organs. There are a number of these clear oval bodies attached by short stems to the bases of the legs. When sectioned they were found to have extensive nerve terminations. It has been suggested these may serve to give the animal some indication of the nature of the ground over which they are passing.

Solpugids are found in many dry regions of the world. The Arabs call them "wind scorpions," because they are very agile or because they may appear after a wind storm. One observer compares them with thistledown driven before the wind—"Often going at full speed in search of food, they may stop abruptly and begin to hunt about a small area, irresistably calling to mind the behavior of a dog checked in mid-career by the scent of game." (Pocock, 1898.)

Some Solpugids are good climbers, and easily ascend small trees and bushes in search of their prey. They even go up straight walls to catch flies, but instead of darting suddenly for them, they approach with great stealth and caution until very near, then they make a lightning-quick dash. But with beetles or other ground forms they are more apt to dart at them at once.

Most Solpugids are decidedly nocturnal, spending the day hidden under stones or in holes in the ground, and come forth only at night to feed on insects, spiders and even small lizards. They are often attracted by a small shallow dish of water left on the ground all night during very dry periods.

It has been reported from some places in California that they enter hives and feed on honey bees, but this is not a very great item in bee economy because there are never many Solpugids even where most abundant. Although never common, they are widespread in Southern California, and the largest ones are found in the desert regions. ///



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The Hard, Good Life at Robbers Roost . . .

By Pearl Baker

CONTRARY TO popular belief, cowpunching is hard work. Riding a horse all day in routine range work takes all the privilege out of the sport; a scrawny old cowpoke's legs don't get bowed that way overnight.

The life does have its rewards, however. After the hot dusty activity of the day, the cool evenings around the campfire resting and renewing touch with humanity, give a cowboy more pleasure than far more exciting recreation provides people who have better social advantages. These campfire sessions have true meaning and lasting values to him, and he adds his part in stories "weak in moral, rank in wit" to the colorful fabric of range lore.

The hard part was brought to my attention at a very early age, but as the years went by the other side of the coin more than made up for it. I made my first trip into the Roost at age 1 year on a pillow stuffed into the saddle in front of Mama. She was supposed to bring up the drag, following along behind the cattle and prodding the laggards and tired calves along. Papa rode point and kept the cattle turned in at the sides, riding back and forth through the leaders, doing two men's work.

Mama could set me off on a sand-bump and dismount, but in getting back on, she had to re-mount, settle the pillow and reach for me. She couldn't lean over far enough to pick me up unless I held up my arms to her. When Papa came back one time and found her encouraging my cooperation with the snapping ends of the bridle reins, he tried to stay closer and help her more.

Robbers Roost, the entire eastern end of Wayne County in Utah, was, that year of 1909, the wildest place left in the West. Not 10 years before, Butch Cassidy's Wild Bunch had found sanctuary there between daring holdups, and it was no cinch that these boys were really gone. This



THE AUTHOR IN 1932, WHEN SHE WAS OWNER-OPERATOR OF THE RANCH IN THE ROOST

didn't bother Joe Biddlecome; he was a cowhand of such competence that he had been invited to leave western Colorado, where his cows always had two calves and sometimes his bulls showed up with calves following.

My father didn't have any sons, but he didn't miss them—my sister (born the year after we moved our cattle to the Roost) and I were expected to take our places in the crew wherever needed—from shoveling out a waterhole to branding a bull. We were known far and wide as good hands, which we were. We roped, rastled calves, took our turns at branding, wrangled the horses and neither asked for nor were given the short circle on roundup.

The high point of the year for us was the week-long cattle drive to market at the railroad at Greenriver. For this we "topped our string," rid-

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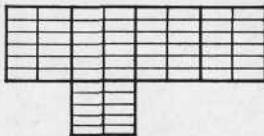


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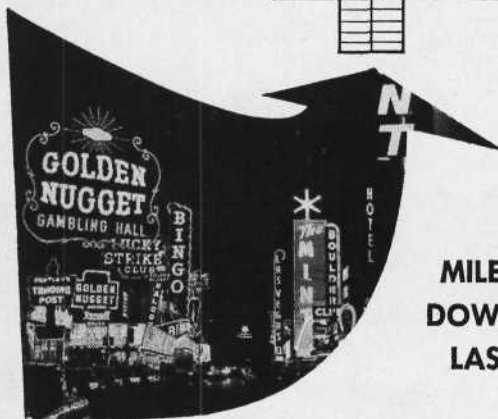
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During our early days at the Roost, all the cowboys who worked for us or rode in to visit had known the Wild Bunch well. Bill Tomlinson had lived at the Roost; the Gillies boys were cousins to Butch Cassidy; Neil and Carl Hanks had ridden the range, stirrup to stirrup, with the outlaws, and Charles Gibbons had served them often at his store and hotel in Hanksville. When the owl-hooters were in Hanksville, they wouldn't sleep in the hotel, but bedded down in the nearby cottonwood grove lest someone be too tempted by the generous rewards always posted for them.

We heard stories about these knights of the dim trails—stories not of their outlawry as such, but of their competence, their self-reliance, their resourcefulness, and their Robin Hood kindness to the ranchers poor in money and starved for companionship.

Out on the range, good camping spots are always limited by water and horse feed; thus we heard these stories around campfires built, in most cases, on the very ashes of the cookfires of those romantic riders—Butch Cassidy, Elzy Lay, Jack Moore, Flatnose George and the Curry Boys, Blue John, Indian Ed, Silver Tip, Joe Walker, Tom Dilley, Grimes and



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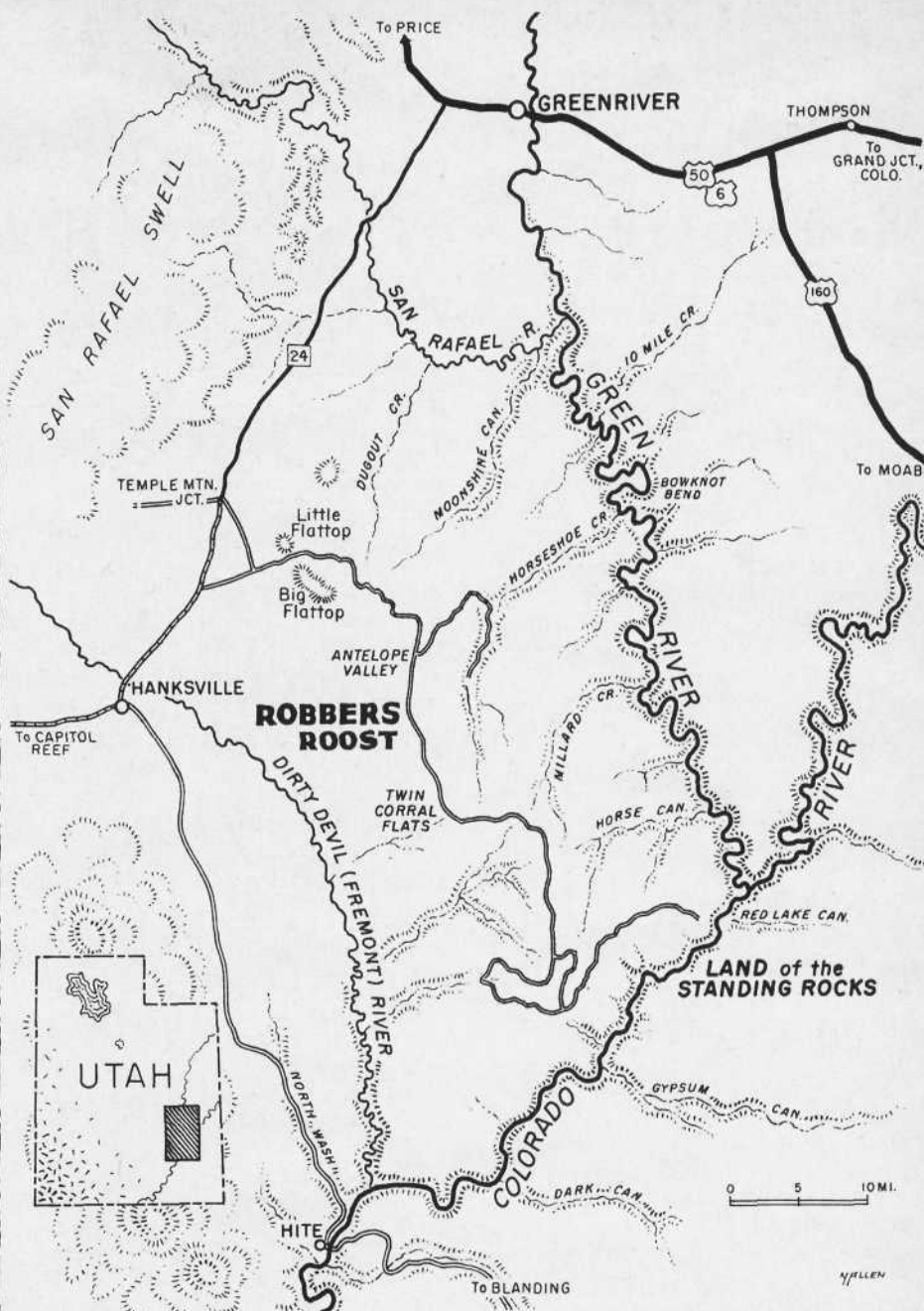
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Ricker and dozens of others whose real names no one knew.

During the day's work, we rode across the same Roost Flats they had crossed, followed the trails they had probably laid out in the cedars, dodging the same limbs they had leaned to miss. The cedars, sage, sand-puffs and pennyroyal probably smelled about the same spicy way to those first riders as they did to us. We drank from the same hidden springs they had found only a few short years before, as we worked our way over the rugged trails, the Angel Trail, North and Middle Trails and the Rock Slide into Millard Canyon—ways they had picked out in this jumble of cedar ridges, rolling grassy flats, canyon mazes and upthrust rock buttes.

These outlaws were very real to us. We enjoyed the stories of the exciting bank robberies and payroll holdups, but we came also to know the men, their little human peculiarities, and even their horses' names. We learned that Jack Moore was a famous wit who was fond of saying: "They sure liked me in Texas. In fact a bunch of them followed me clear across the state to get me to go back and if Minnie hadn't been faster than any horse they had, they'd have caught me, too." We would have recognized Jack Moore because he always rode with his hat pulled low, his head down looking for tracks; and he was better than an Indian at unraveling a cold trail.

We learned that Butch Cassidy was friendly and good natured, and a



THE OLD STOPPING PLACE AT HANKSVILLE ON THE EDGE OF THE ROBBERS ROOST COUNTRY

fine horseman; that Blue John had one brown and one blue eye; that Indian Ed Newcomb was educated, wrote a fine hand and was an artist. While talking to a man he would sometimes pick up a twig, smooth off a place in the sand and draw the man's likeness. This won many a man's friendship that he wouldn't have had otherwise because he was taciturn and reserved.

Elzy Lay, we were told, was capable and smart, the brains of the Bunch; and we often visited the camp he had set up in The Pastures in Horseshoe Canyon where he brought his wife to spend the winter.

We learned how much these men liked and depended on their horses, and we sometimes called our horses the same names they had used—Kid, Bay Pete, Gray Eagle, Babe, Minnie, Spotlight, Bedwagon, Major and Turk.

The name "Robbers Roost" pre-dates the Wild Bunch. One Cap Brown used to bring in horses stolen in western Utah, rest them for several months, then take them on into Colorado where there was a ready market at the mines. Dead Man's Hill was where one of his crew had been shot by a following posse.

And Cap Brown probably built the Twin Corrals on the long grassy flats over the ridge from the Roost.

We used these names, misunderstanding them now and then. We learned many years later that what we called the "Gordons" were originally the "French Gardens" because of their lush grass and beautiful flowers. We still wonder about Gy-bex Point.

Crow Seep, the ranch headquarters, was named for a little black mustang that was pawing a hole in the wet sand of a wash to get himself a drink. Remembering that Mama had said she wouldn't live down in one of the canyons where the water was usually located, Papa looked at the sheltering ridge to the north and

east, then down across the long, level flat to the west, across the breaks to the Dirty Devil River and up the long slope of the Burr Flats to the flowing panorama of the Henry Mountains flung along the entire western horizon, and while he built a loop to catch the thirsty horse, decided this place would satisfy his helpmate. It did, and became a well-loved home to us all.

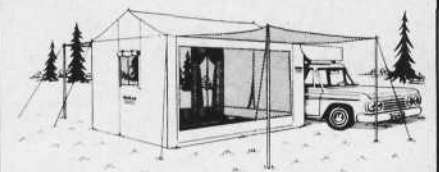
The Roost is almost as isolated today at it was when my family moved there. After my father died, I bought out my sister and my mother's interests and ran the Roost for several years, then sold it to my sister and her husband, a grandson of Charles Gibbons, and they, Mr. and Mrs. Arthur Ekker, own it today. It is still a valuable cattle ranch, but the richest part of the heritage lies in stories we tell our children of when, at their ages, we listened to the wonderful tales of the Wild Bunch around a campfire burning "right where this one is tonight." ///

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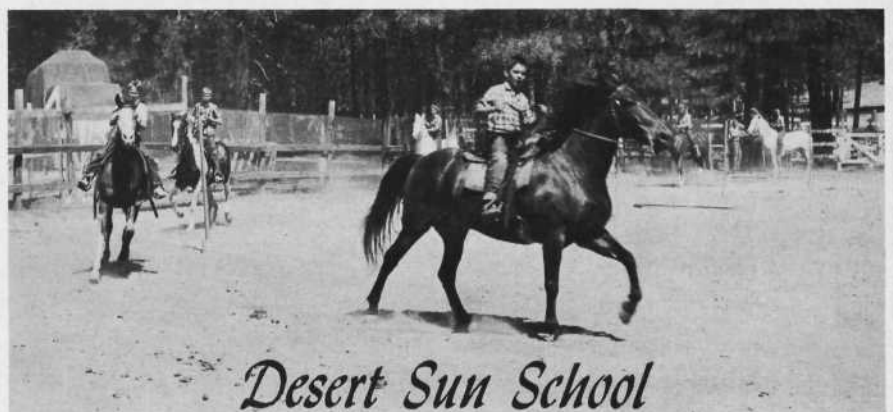
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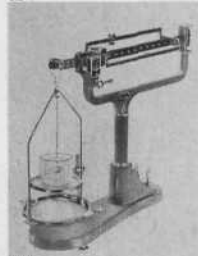
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WHAT YOU SHOULD KNOW ABOUT TRAILER

FINANCING

By AL BERNSOHN

ONE OF THE things that inhibits many prospective owners of travel trailers, mobile homes or campers is uncertainty about financing.

There seems to be a strange language spoken only by people who understand the intricacies of financing long-term purchases, especially the first time you encounter it. But buying credit isn't a great deal different from buying anything else. Deal with a reputable firm. Investigate before you buy. Choose an arrangement that can fit into your budget. Then it can be a transaction that gives you lasting satisfaction, one that you made with a sense of security that you handled it properly.

Your dealer will have one or more finance sources with whom he works closely, possibly a local bank, a financial institution linked to or affiliated with the trailer manufacturer, or an independent financial institution. One that falls into this latter category is Universal Finance Corporation of Los Angeles, which has specialized in travel trailer, mobile home and camper financing since 1936.

Since Universal is the only specialist in this category in the West, an interview with William Bower, Vice President of the firm, seemed in order. Here are some tips it yielded:

Financial institutions prefer to handle their transactions through retailers and choose them for dependability. Most financial paper on trailers and mobile homes is handled with recourse to the dealer, both to protect the purchaser and the financing agency. This also allows the purchaser to deal with a single party.

Purchasers of campers, travel trailers and mobile homes are regarded as better credit risks than those buying automobiles.

Travel trailers and mobile homes may be financed for from 36 to 84 months, depending largely on the price of the trailer.

Down payments are usually 25 percent or more on mobile homes and as

continued on page 34

TOWING

By V. LEE OERTLE

THE COMBINATION of high speed, open country, and heat have a subtle effect on the trailer-tower. Boat-trailers outnumber all others, with some three-million of them now registered in the U.S. A Sunday driver on Hwy. 99 between Indio and Los Angeles might suspect that two-thirds of that total are clogging the lanes ahead of him! Each weekend, you can spot a growing number of trailers left along the shoulder of the highway with one wheel jacked-up — smoking-hot.

Now and then you'll find a travel trailer, horse trailer, or utility trailer in a similar situation. The problem is usually one of the following:

- 1—Tire failure.
- 2—Wheel bearing collapse.
- 3—Split or disintegrated wheel.
- 4—Bent axle.
- 5—Hitch breakage.
- 6—Wiring short-circuit.

All of these common ailments occur with monotonous regularity. I've assisted in many emergency road repairs, and I can state emphatically that understanding the causes behind the above problems will help you avoid them.

HITCHES

Towing at continuous high speeds involves the danger of sudden braking, skidding, jack-knifing, and other side-effects. Tremendous strains are placed on the hitch. Never, under any circumstance, tow with an unbraced bumper-clamp type of hitch. It's downright foolhardy. The flex of acceleration, the impact of sudden braking forces, and bumpy secondary roads place much stress on the

thin bumper metal. Invariably, hitch problems are caused by unbraced bumper hitches. You can avoid the problem by using what is called a "three-point" frame hitch. The ball-hitch can be clamped to the bumper but a solid steel brace should extend back under the body and bolt (not weld) onto the car frame in two separate locations, one on each side. The bolted-on brace will stop the flex of stop-and-go driving, and therefore side-step most of the problem.

Make sure you attach a heavy safety chain between trailer and tow-car in the event of a break-away. If you're driving at moderate speeds, the chain should hold the trailer in line until you can stop.

LIGHTS

Electrical wiring couplers for legal lights (and brakes) should be of an approved type, not merely stubbed into the car's wiring system with tape and pliers. Check the wiring harness at every gas stop to make sure wiring is not dragging in the street. Carry

Follow this procedure before you leave home with a trailer:

- 1—Make sure wheel bearings have been lubricated recently. Carry spares.
- 2—Remove hub-caps and tighten wheel lug bolts.
- 3—Check tire pressure—make sure they aren't underinflated.
- 4—Attach safety-chain and wiring coupler, and take steps to prevent wires from dangling in the street.
- 5—Avoid overloading the trailer.
- 6—Carry a spare wheel and tire for the boat trailer—or the travel trailer. Carry a couple of spare light bulbs for the trailer.
- 7—Inspect the hitch at regular intervals for loose bolts or breaks in the weld.
- 8—Drive at legal speeds—in the long run, it'll get you there quicker.

spare bulbs for the trailer lights. Some types of bulbs are difficult to obtain in outlying communities.

TIRES, WHEELS, BEARINGS

Small wheels used on many boat trailers rotate many more times per mile than those on your car. Increased rotation speed accumulates more heat, compounding the problem. It's important to lubricate wheel bearings on any kind of trailer on

a regular basis—in theory, every 1000 miles. In practice, I suggest lubricating wheel bearings on a trailer after every dunking in water, and after passing through a dust or sand storm—since any of these situations lodge unwanted abrasives in the races and bearings.

Speeds above 50 miles an hour subject trailer wheels to terrific stresses, heating them to dangerous limits. Legal speeds may seem pointless on those long clear highways, but they make sense when the temperature rises.

Check the inflation of your tires when they're cold. *Don't* bleed air from hot tires, because it's a false reading. If you plan to drive a long distance at high speeds, overinflate tires 4 pounds. If you're carrying a heavy burden in the trailer, overinflate tires as much as 10 pounds.

OVERLOADING

The one factor above all others—even speed—which causes most trailer breakdowns, is overloading. Consider the fact that the safety factor margin of boat trailers is a mere 100 pounds. That is, the average boat trailer was designed to carry the boat, its motor and gear, the trailer frame—plus another 100 pounds. For this reason, the common practice of throwing tent, sleeping gear, ice chests, food and water cans into the boat—for an overland journey—is an invitation to trouble. Overloading subjects the trailer to these stresses: axles bend downward, wheels tip in at the tops, throwing tires and bearings out of alignment. I've looked at trailer tires that were completely balded in less than 200 miles of high-speed driving! A broken axle can happen, though it's rare. More commonly, the wheel bearings become heated from the additional stresses and simply collapse. If the driver doesn't feel the vibrations very quickly—and stop—the axle may be permanently damaged by the collapsed bearing.

Other things can ruin wheel bearings: lack of lubrication, low tire-pressure (which allows the trailer to sway sideways), loose wheels (caused by loose lug nuts), bent wheels, and out-of-round tires.

Of the three-million boat trailers in use, there are scores of brand names, hundreds of models, and countless sizes of wheel-bearings in use. The odds are terrific against finding the correct wheel-bearing replacement in a roadside gas station.

You can avoid a lot of delay by carrying a set of two wheel-bearings at all times. The price will range from \$1.50 up to \$4 per bearing, de-



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pending on capacity. I talked with one motorist who waited two days near Desert Center, while a set of odd-size wheel-bearings was shipped from an East Coast depot. This was a bit unusual, but it *can* happen. When your boat-trailer is immobilized the vacation is over.

The same problem exists with trailer tires. There are at least a dozen popular sizes being used. Carry a spare wheel and tire for the trailer. The cost ranges from \$15 up.

Split or disintegrated wheels occur at infrequent intervals, due mainly to severe overloading. You can cure this one by spreading the weight from boat to tow-car. ///

TRAILER FINANCING

(continued from page 32)

little as 10 percent on travel trailers. While there's some flexibility in this, most financial institutions classify one that is 27 feet long and under as a travel trailer, and 28 feet or longer as a mobile home.

While there's some variation in interest rate, the usual rate is six percent.

Prices of these homes are roughly \$1000 to \$5000 for a travel trailer; \$3500 to \$15,000 for a mobile home.

Just as certain insurance companies have lower rates for drivers with excellent safety records, so financial institutions seek ways to score consumers as credit risks so that credit losses can be curtailed or eliminated and lower financial charges made possible for the good-pay individual.

Studies along these lines rate purchasers by the following yardstick, in order of importance:

1. Previous credit established by having paid consistently on time on large purchases of comparable size.
2. Stability of employment of the purchaser.
3. Size of down payment.
4. Amount of unpaid balance.
5. Income in relation to the size of the payment.

Used trailers may be financed in much the same manner as new ones. In fact, travel trailers depreciate less than automobiles since they are not as discernibly out-of-style.

Purchasers of both new and used trailers and mobile homes form an increasingly accurate cross-section of the general population both in income and ages. The second home has risen to the level of the new status symbol and is gaining on the automobile in this respect. These may be cabins or mountain homes in the high desert, or travel trailers. More people than ever before are investing in recreational housing.

This growth has been accelerated by the large segment of mobile home and travel trailer owners represented by older people. They find this type of residence a way of taking their comforts with them, a source of companionship with others in mobile home parks, a chance for change, and a way of partic-

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WONDERLAND EXPEDITIONS

"Where the jeep roads end"

ipating in planned social activities. From the financial institution's standpoint, the mature purchasers are excellent credit risks. In cases of advanced ages it is recommended that a son or daughter sign on the contract with them, facilitating later transfer of the property.

The most valuable counsel available for prospective purchasers of a camper, travel trailer or mobile home is: examine the contract carefully. It should meet the following specifications:

The conditional sales contract should be a full-disclosure type which explains in clear, easily-understood language exactly what each element in the contract costs. It should all be completely set forth, on the front of the contract, without any hidden details.

If there are any terms not fully spelled out, they should be explained by the dealer. For example, a contract may have a line marked "Emb. & V.S.I." under insurance. This means "Embezzlement and Vendors Single Interest." It eliminates the necessity of maintaining year-round \$50 deductible collision insurance when the property may be stationary much of the time. Instead, it allows for trip insurance covering a 30-day period during which the home is moved to a new site instead of paying \$200 for insurance, the purchaser may only have to pay \$15.

Insurance should be for the term of the contract, the whole insurance cost being covered by the monthly payment.

Never sign a contract that is wholly or partially blank. No reputable dealer will ever ask you to do this. And all figures in the contract should coincide with facts as you know them. If, for example, a larger down payment than was actually made is indicated on the contract so that a greater percentage of the purchase price may be financed, the entire transaction could be put in jeopardy.

One of the forces serving this industry effectively is the Trailer Coach Association, with headquarters in Los Angeles. Through the association, major strides have been taken toward the upgrading of trailer parks, uniform codes on housing, plumbing and electricity have been sponsored, quality and safety in roving homes have been improved and the home owners given greater security and protection.

Among the facts the Trailer Coach Association has gathered are: 55 percent of mobile home owners are professional people and skilled workers, 18 percent are retired or senior citizens. Approximately 4,100,000 persons now live in mobile homes in the United States. Sixty percent of mobile home dwellers are church-goers and 75 percent are registered voters.

Approximately a third of the nation's mobile home and travel trailer population live in the West. One out of every nine housing starts in the nation is a mobile home.

There are approximately 16,000 mobile home parks located in the United States. More than 1100 new parks are being built each year. The nation's mobile home parks represent investments totalling more than a billion dollars, with some individual parks costing as much as a million.

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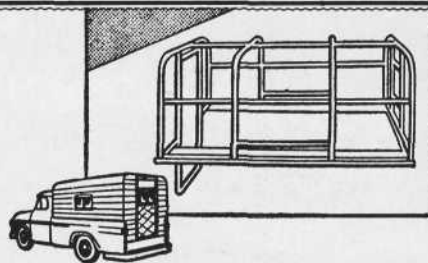
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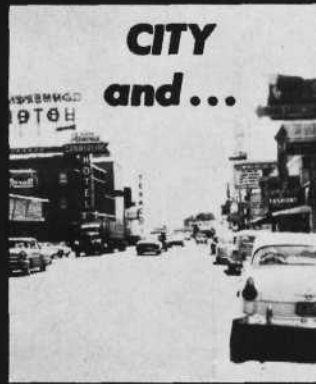
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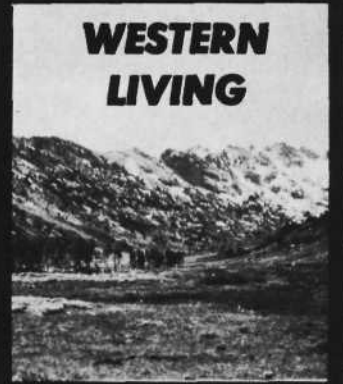
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PROVEN OPPORTUNITY: Yes, individuals are taking advantage of Nevada opportunity. But the countries financial experts, our leading corporations are also investing in their Nevada futures. Industrial giants build plants where Increasing Land Values and Population demand them. Anaconda Copper has completed a \$32,000,000 plant. North American Aviation, Kaiser Steel and Curtis-Wright are building plants or have secured large acreage.

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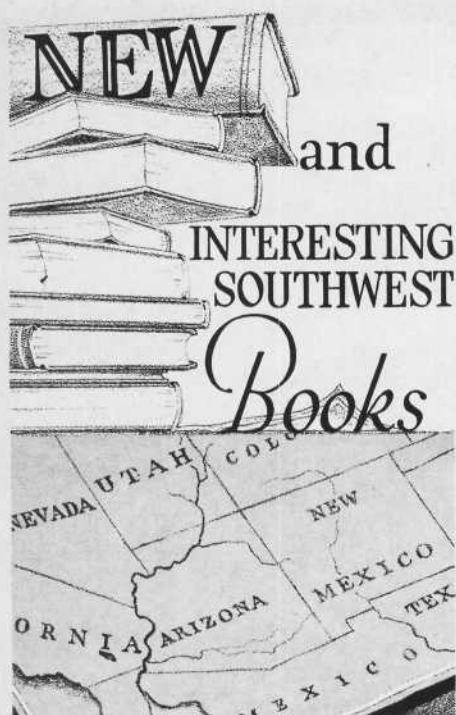
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Indicate No. of Ranchos — Total enclosed \$ _____



The mines are dead but the memories aren't. If you are a mining buff read on; otherwise derail.

First of the latest Western mining books to come to hand is the late Don Ashbaugh's *TURBULENT YESTERDAY . . . A STUDY IN GHOST TOWNS*. It sticks to the boomtowns of Nevada, outlining the brilliant births and the bouncing lives of thirty Nevada "boomers." *TURBULENT YESTERDAY* is well illustrated, with some 65 old-time photographs sprinkled throughout the text. Ashbaugh, who died the week the final chapter was written, was for 10 years a feature and Sunday editor of the Las Vegas Review-Journal. The author, who searched out his material from records, newspapers, and first-hand accounts, writes with a vigor matching the rugged, vibrant sagebrush cities of Nevada's yesteryear.

A limited edition, pocket-size, high-quality booklet on some of the earliest comments about *MINES OF THE OLD SOUTHWEST* was written by Rex Arrowsmith, a consulting geologist. The author has gathered reports written by Emory, Whipple, Mowry, Twitchell, Josiah Gregg, Cozens, and others—some of the comments only a paragraph in length. They hint at lost mines, and they tell of some of the real, operating mines. The small book—for mining-historians only—is illustrated with old wood cuts.

Another mining engineer, Henry Curtis Morris, who knocked around Colorado and the Southwest and Mexico, starting in 1896, has published a private "diary" entitled: *THE MINING WEST AT THE TURN OF THE CENTURY*. The 80-page book, illustrated from Morris' own album or from historical files, is a compilation of memories. His personal recollections ramble from Canada to Guanajuato in Mexico. This is one for the mining-camp hobbyists.

The importance of gold and silver in populating the West with Americans is spelled out in *THE BONANZA WEST* by William S. Greever, professor and chairman of history at the University of Idaho. The period covered by *THE BONANZA WEST* was from 1848 to 1900, and includes California gold camps, the Comstock Lode, the Nevada mines, Cripple Creek, Montana gold and silver, Idaho, the Black Hills and the Klondike. The book is well illustrated, and has an excellent 13-page bibliography.

—CHARLES E. SHELTON

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STORY OF EARLY MONO COUNTY by Ella Cain. Exploring, gold rushes, ghost towns of historic area. Paper \$3.75, cloth \$5.50

STORY OF BODIE by Ella Cain. Stories of the wildest, most lawless mining camp in the far west. Paper \$2.50, cloth \$4

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THE NEW BOOKS . . .

TURBULENT YESTERDAY . . . A STUDY IN GHOST TOWNS, by Don Ashbaugh; illustrated; 345 pages; \$7.50.

MINES OF THE OLD SOUTHWEST, by Rex Arrowsmith; 90 pages; illustrated with wood cuts; \$4.95.

THE MINING WEST AT THE TURN OF THE CENTURY, by Henry Curtis Morris; 80 pages; illustrated; \$5.

THE BONANZA WEST, by William S. Greever; illustrated; bibliography; 430 pages; \$5.95.

ALSO CURRENT . . .

TORRENT IN THE DESERT, by Weston and Jeanne Lee. Photos (mostly in color) and text of the Colorado River—from the Green River Lakes to the Mexican Estuary. 222 pages. \$20.

MEXICO, by Sunset staff. A guide to the sunny land below the border. Heavily illustrated with 9 maps; papercover; \$1.75.

MEET FLORA MEXICANA, by M. Walter Pesman. A popular guide to Mexican plants and trees—in English. Illustrated; vinyl hardcover edition, \$6.

HOW TO ORDER . . .

The books listed above can be purchased by mail from Desert Magazine Book Store, Palm Desert, Calif. Please add 15c for postage and handling per book. California residents also add 4% sales tax. Write for free Southwest book catalog.

desert detours

by Oren Arnold

"Come ye yourselves apart into a desert place, and rest a while." Mark 6:31

May is for meditation. On what? Somehow I think it invites *Appreciation*. So go out on the sands with Adele and me, at least in spirit, lift your face toward the stars, and count a few of your earthly blessings. Start, if you wish, with the fact that you can read this paragraph at all; many people are blind. Soon you'll find a way to express your gratitude.

Don't get the idea that this desert weather is hot. Not yet! True, it's short-sleeve and straw-hat time, but you newcomers—wait! Let this gradually condition your will power for what's to come. But if you do insist on writing me about how hot it is on your desert hill this month, let me hear from you again about August 22. Hardly a desert rock melts in May, but three months from now the non-volcanic lava—!

Don't get me wrong, I like heat; I go to the seashore every summer and study the weather reports from Needles, Blythe, Yuma and other warmish spots. Very gratifying. I mean, knowing that thousands of you strong fellows are weathering it out. It's good for you. Builds Character, Moral Stamina, and such like. Us weaklings congratulate you.

I'm kidding, of course, so don't get sore; I have spent more than 30 summers on the desert in our Southwest, I know what it's like! It's not all pleasant; many a time I wondered how we'd stand it out. But whenever we got to considering the sub-zero frigidity of the North in winter, we felt good. I'll take southern Arizona over northern Wisconsin any time.

My Adele was getting along fine with that snooty interior decorator who wore the beret and smock and a Buster Brown tie. Until, that is, he told her to wallpaper the grand piano. Now I won't have to pay his bill after all, because suddenly she laughed so loud and long he left the house in a huff.

We try to please everybody in our home; our four clocks faithfully show four different times. Once a week Adele sets all of them 10 minutes ahead, so nobody will be late for anything.

Twenty years ago Adele and I moved into a new desert style pueblo Indian home on the outskirts of Phoenix. We figured never to be jammed against too many neighbors. Today, I look out my upstairs office window, where I'm writing this, and see a 22-story skyscraper nearing completion just a few block away. It bothers me; not that I can't live near the thing, but because of what it portends. Where are my great-grandchildren going to "get away from it all"? When American (and world) population becomes elbow-to-elbow, how are sensible people going to cope? I'm glad it's not likely to be my problem.

These are fast, fast, FAST times. A lady in Indio phoned the Los Angeles office of an airline and asked how long it took to fly to New York. "Just a minute," the airline clerk replied, reaching for a schedule.

"Thank you!" our lady gasped, hanging up, and calling the railroad for a reservation.

Down on Bullhead Boulevard in Calexico last week I heard a True Nature Story. "I was drinking from the Colorado River," said one man, "when a large Mexican panther came up and

sniffed me. It was very fierce, would have eaten me alive. But with great presence of mind I splashed water on its face, and it slunk away."

I know it's true, because I happened to be on the Colorado myself at the same time. Some minutes after that incident I met that same panther, and as is my custom, I stroked its whiskers. And friends, those whiskers were wet!

Our Southwestern desert has its horsey set. About all they do, it seems, is eat, sleep, talk and live horse.

Well, they could do worse. And one did—she got married on horseback! To whom? A professional skin diver! Coerced him into it, which was, of course, a new version of water on the brain for him, and of horsing around for her. I hope they live in green pastures, with cool, clear streams.

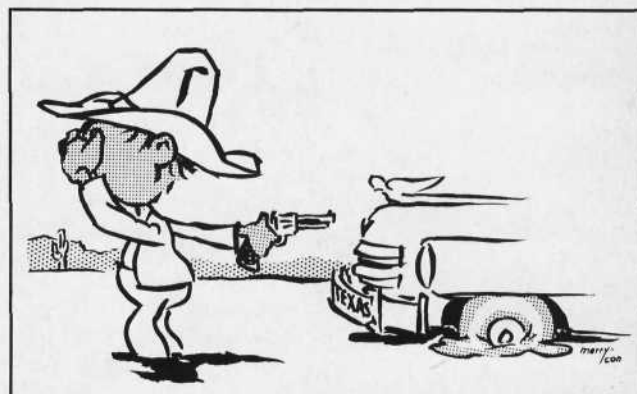
"Eat here," pleads a sign somewhere near Desert Center. "It's better to give your money to a good restaurant man than to a good doctor."

Another sign I like, this time on a neat little church in a desert town: "Traveling To Outer Space? Instructions Inside."

Desert Steve Ragsdale once told me he had a marvelous invention. "By means of a pedal attachment," said he, "a fulcrum lever converts a vertical reciprocating motion into a circular movement. The principal component is a huge disk that revolves on a vertical plane. Power is applied through the axis of the disk, and work is done on the periphery. The hardest steel may be reduced to any shape by mere impact."

"Good heavens!" I exclaimed, impressed. "What is this marvelous machine?"

Said Desert Steve, "A grindstone."



Strange truth about the desert highways—when you want a bus you can never see one, but when you drive a car there's always one in front of you.

I admire a fast thinker. Such as Desert Dan Devore. One evening he was out with the boys, and before he realized it, dawn had come. He thought fast, called his wife on the phone and gasped, "Don't pay the ransom, honey. I escaped!"

How in the world do the birds know when I have just washed and polished my car?

Little Joey Davis of Gila Bend, Arizona, wrote his soldier daddy, "I ate too much pie, got sick and had to earp."

Just shows us the powerful influence of TV westerns.

Few things are as good, as bad, or as impossible as we think they are. We desert rats often say the desert is the only good place to live. It isn't. We hear from softies that the desert is the worst place to live. It isn't. Truth is, the desert is ideal only for those who have the temperament for it, the sensitivity, the perception. The city sophisticate will indeed be unhappy here. And—for us at least—time has proven our choice a wise one, for here as nowhere else we seem able to commune with God. We wish we knew how best to share that blessing.

NEW BOOKS ABOUT THE SOUTHWEST

... all published within the last year

CALIFORNIA DESERT WILDFLOWERS. PHILIP A. MUNZ. The first book of its kind devoted to California desert flowers. By the recognized botanical authority, Philip Munz. 96 color photos, 172 excellent line drawings, two maps. Paper cover \$2.95, hardcover \$4.95

BECKONING DESERT. ED AINSWORTH. A collection of impressions and incidents Ainsworth has gathered over his 35 years of visiting the California deserts for feature stories for the Los Angeles Times. Personal and informal. Illustrated by Bill Bender. 262 pages. Hardcover \$5.95

GREAT SURVEYS OF THE AMERICAN WEST. RICHARD A. BARTLETT. During the years 1867-79 four major survey parties were sent westward to observe and map the frontier lands of the burgeoning nation. Later called the Great Surveys, they were led by Hayden, Powell, King and Wheeler. The author tells of the hardships, the discoveries, the adventures of these pioneering parties that did much to open the West. 464 pages, illustr., maps, index. \$7.95

THE MEXICAN HOUSE, OLD AND NEW. VERA COOK SHIPWAY and WARREN SHIPWAY. Detailed close-ups of architectural features, such as shutters, roofs, windows, patios. Interior views of fireplaces, lighting fixtures, stairways and ceilings. 312 photographs, 37 pages of measured drawings, 187 pages. Hard cover. \$12.50

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DESERT WILDLIFE. EDMUND C. JAEGER. A revision of the author's earlier book **OUR DESERT NEIGHBORS**. This is a series of intimate natural history sketches of the wild animals of the Southwestern deserts. Although thoroughly scientific, it is pleasurable reading as well as useful. Hard cover. About 300 pages \$5.95

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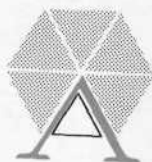
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